

City and County of San Francisco
Planning Department

COUNTY JAIL No. 3 REPLACEMENT PROJECT

Draft Summary of Comments and Responses

Case No. 97.368E

July 9, 1998

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Draft EIR Publication Date:
Draft EIR Public Hearing Date:

February 28, 1998
March 31, 1998 - City of San Bruno
April 9, 1998 - City of San Francisco
February 28 - April 14, 1998
July 23, 1998

Draft EIR Public Comment Period:
Final EIR Certification Date:

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

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JUL 16 1998

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Date: July 10, 1998

To: To Whom It May Concern

From: Robert W. Passmore, Assistant Director - Implementation

Re: Attached Summary of Comments and Responses to County Jail No. 3
Replacement Project Draft Environmental Impact Report (EIR)

The attached Summary of Comments and Responses document, which addresses comments on the Draft EIR on the County Jail No. 3 Replacement Project, are presented for your information and use in any hearings held to consider whether or not to approve the project itself. On July 23, 1998, the San Francisco Planning Commission will be asked to determine whether the EIR is complete and adequate. The Commission does not conduct a hearing to receive comments on the Summary of Comments and Responses document, and no such hearing is required by the California Environmental Quality Act. You may, however, always write to the President of the Planning Commission or to other members of the Commission at 1660 Mission Street in San Francisco and express your opinion about the Summary of Comments and Responses document.

VIII. COMMENTS AND RESPONSES

INTRODUCTION

This chapter contains copies of all the comment letters received on the Draft Environmental Impact Report for the County Jail No. 3 Replacement Project during the public comment period from February 28 through April 14, 1998. A copy of the public transcript from the public hearing held in San Bruno on March 31, 1998 and from the public hearing before the San Francisco Planning Commission on April 9, 1998 are also included. All comments received during the public comment period and at the public hearings are responded to in this document.

The comment letters and public hearing transcript have been divided into the following categories.

- A. Public Agencies
- B. Public Commissions, Advisory Boards
- C. Organizations
- D. Individuals
- E. Public Hearing Transcripts
- F. Staff Initiated Changes

Commentors are identified at the beginning of each section and at the beginning of each response letter. The letters are identified by category and number. Each comment is also numbered to provide easy reference to the responses. Responses, coded to the comments, follow each letter. Each comment is directly responded to and reference is also provided to other responses that contain relevant information.

Text changes incorporated into the body of the FEIR in response to comments are indented for ease of identification. Text deletions are highlighted and noted with a ~~strike-through~~ and text additions are **highlighted and underlined**. For reference, the page number of the text revision is also noted. Where the response to the comment states "Comment noted," this indicates that the comment was informational and duly noted by the EIR preparers and decision makers.

VIII. Comments and Responses
A. Public Agencies

A. PUBLIC AGENCIES

- A.1. City of San Bruno City Council
567 El Camino Real
San Bruno, CA 94066



A.1

CITY OF SAN BRUNO
CITY COUNCIL

April 14, 1998

Planning Department
City and County of San Francisco
Attention: Lisa Posternak
1660 Mission Street, Fifth Floor
San Francisco, CA 94103-2414

Re: City of San Bruno Response to Draft EIR County Jail No. 3 Replacement
Case File 97.368E

Dear Ms. Posternak:

The following are the City of San Bruno's comments, adopted by the City Council at their April 13, 1998 meeting, on the Draft EIR for County Jail No. 3 Replacement:

Project Description

1. The Project Description is misleading to the reader of the DEIR. The proposed project is not a replacement of County Jail No. 3. It is an expansion of County Jail No. 3 with significantly increased ancillary facilities and their associated environmental and social impacts.

A.1.1.

Alternatives to the Proposed Project – B. Reduced Kitchen and Laundry Functions

2. This alternative description and analysis is also misleading to the reader of the DEIR. The proposed project "County Jail No. 3 Replacement" significantly increases the kitchen and laundry facilities, and other functions at Jail No. 3. The DEIR correctly states that under this alternative for "reduced kitchen and laundry functions" the "impacts to transportation, air quality, and utilities would be slightly less than under the proposed project." However, these impacts are reduced only from the significant increases proposed under the proposed project. The net impacts from Alternative B "Reduced Kitchen and Laundry Functions" remains greater than the current operation of Jail No. 3.

A.1.2.

Alternatives to the Project – Off-Site (Seventh and Bryant Streets) Alternative

3. County Jail No. 3 is located on 158 acres of primarily open space land within another county (San Mateo), adjacent to low density residential development, on environmentally sensitive land, and approximately fifteen (15) miles from the San Francisco County courthouse.

Both San Mateo and Santa Clara Counties have recently constructed large, multi-story jails adjacent to their courthouses in their respective downtown areas. In fact, the San Mateo County Jail is directly connected to the court with a skywalk for convenience and security. The arguments presented in the alternatives section of the DEIR against locating a jail adjacent to the Hall of Justice in San Francisco are inadequate. The discussion states that the loss of several businesses or residential units is inconsistent with the South of Market Area Plan or that a ten story building increases the massing in the area and may block views.

While the DEIR quickly dismisses the Alternative Project Site for such reasons as "may block views", the DEIR describes the site for Jail No. 3 with "The unimpeded vista looking west from the entry gate to the jail and the barren hillside behind it is visually powerful."

The DEIR also states that "the Off-Site Alternative would take two to three more years to complete than would the proposed project, and it would not meet the time frame for construction of a Jail No. 3 replacement facility expected in response to the Order of the United States District Court of the Northern District of California." It is easy to discern from this statement that the residents of San Bruno must bear the impacts of the Court Order from the lack of action on the part of the City and County of San Francisco!

The DEIR appears to be written by San Francisco and for San Francisco, even though the site of Jail No. 3 is not in San Francisco.

Areas of Controversy and Unresolved Issues

4. Shooting Range

This discussion fails to identify the most significant impact of County Jail No. 3 which local residents and school children have faced for years - the shooting range! It is not merely a land use issue. It severely impacts the everyday living of adjacent residents, adjacent elementary school children, and patrons at the adjacent parks.

The shooting range was relocated several years ago on the site of County Jail No. 3 without any environmental evaluation whatsoever. It has been a source of imitation, conflict, and negotiations ever since.

The DEIR states that the "Relocation of the shooting range is not part of the proposed project." The shooting range must be addressed! It was relocated without environmental review and may now continue on the site without any environmental review - with the full knowledge and complicity of those drafting the EIR.

A.1.3.

A.1.4.

In addition, the DEIR states that "there are no rifle training facilities at the Airport or at the Lake Merced shooting range." San Bruno's Police Department notes that two ranges allow law enforcement training and have 100 yard firing lanes: Chabot Gun Club in Castro Valley and the Alameda County Sheriff's Department in Dublin. See attached Memorandum dated March 20, 1998 from Joe Palla, Chief of Police, City of San Bruno.

A.1.4.

It should be noted that Sheriff Hennessy and his staff have worked cooperatively with the elected officials and counterparts in the City of San Bruno to resolve this difficult issue. However, problems remain and could remain at the subject site with the retention of the proposed rifle range. The DEIR cannot simply ignore this significant environmental and social impact on the residents and school children of San Bruno.

5. Vehicular Access to Site

The only vehicular access to County Jail No. 3 is from local residential streets in San Bruno. These streets are narrow and residents must endure vans of prisoners using their streets, as well as strangers unfamiliar with the neighborhood looking for access to the jail to visit inmates.

The DEIR lists on-site improvements for vehicular access to the jail, but proposes no change whatsoever for the narrow residential streets in San Bruno for access to this major institution. Improvements to the public streets in San Bruno must be adequately analyzed and proper mitigations imposed on the development.

A.1.5.

This issue remains an "Area of Controversy and an Unresolved Issue."

6. Traffic

On page 56 in the middle of the page, the conclusion that "construction of the proposed project should not cause an increase in traffic with substantial..." appears to be based on the intersection of Moreland and Riverside Drives being at LOS A. Since the construction traffic will have to come from College Drive, there needs to be an assessment of the Impact on the two intersections which experience LOS C - namely Skyline/College and Longview/College.

A.1.6.

On page 62, a projected increase of 13% in enrollment for Skyline College over the next 10 years is translated directly into a 13% increase in traffic on College Drive. This cannot be since College Drive also carries neighborhood traffic, so the enrollment increase would be diluted considerably into the overall traffic increase. Additionally, there appears to be an assumption that one student equates to one car at peak hour - something that is probably not true.

A.1.7.

Also on page 62, Table C-3, it shows that there will be no increase in the number of employees even though the offices, kitchen and laundry facilities will be expanded. These facilities may be designed to serve other San Francisco uses. Please clarify.

A.1.8.

7. Storm Drainage

The 54" storm drain outlet for the site is fitted with a flow restrictor which reduces the flow capacity to 50 cfs. However, the increase in the total amount of impervious surface area will result in additional runoff from the site, which may effect how the flow restrictor functions. Provide a discussion of the impact on the restrictor and how that impact relates to the 70 cfs limit set by agreement with the City of San Bruno. It is not sufficient to state that flow is simply restricted to 50 cfs. Furthermore, if the flows generated from the site are increased without additional peak flows away from the site, then on-site retention will be increased. There does not appear to be any discussion of the quantity of the increased retention (or localized flooding) nor its impacts on various site conditions.

A.1.9.

8. Groundwater

It should be noted that the upland area, which includes the jail property, is a recharge zone for the Westside Basin aquifer which is a potable water supply for the City of San Bruno, among others. Identify potential impacts to groundwater quality and the mitigation measures needed to ensure the quality of the water supply.

A.1.10.

9. Site Remediation

No provisions for landscape replacement at the old jail site or long term flooding and run-off controls have been included in the document. Provide a preliminary landscape and grading plan.

A.1.11.

Mitigation Measures

10. Sewer and Water Fees

The project shall be subject to payment of impact fees to the City of San Bruno for utility connections or upgrades, as determined by the Director of Public Works for the City of San Bruno.

A.1.12.

11. Haul Routes and Repair/Reconstruction of City of San Bruno Infrastructure

Traffic plans showing haul routes and the method of traffic maintenance and staging shall be submitted to the City of San Bruno, Department of Public Works, for approval. The City of San Bruno prefers that construction access to the project site should occur through the San Mateo Community College site. Negotiations with the College District are the responsibility of the project proponent.

A.1.13.

The City and County of San Francisco shall be responsible for repair or reconstruction of City Infrastructure impacted by construction of the Project. The City and County of San Francisco shall repair any damage to City Infrastructure as soon as practicable. In the event that any construction-related damage poses a threat to public health, safety, or welfare, the City and County of San Francisco shall repair such damage as soon as possible after notice by the City of San Bruno.

A.1.14.

Both before and after construction, the City and County of San Francisco, in consultation and cooperation with the City of San Bruno, shall perform a pavement survey of City of San Bruno streets which may be affected by construction activities. Said pre-construction and post-construction pavement surveys shall be performed in accordance with the December 1988 Metropolitan Transportation Commission Pavement Management System Users Guide (the "MTC PCI Index").

A.1.15.

In accordance with the MTC PCI Index, the City and County of San Francisco shall pay to the City of San Bruno the Dollar Amount reflecting the decline in the PCI directly attributable to construction of the Project. The relevant pages of the MTC PCI Index and the methodology for determining any decline are attached.

12. Noise

Include in the noise control measures (on page 70), "Demolition activities shall be limited to daytime working hours, from 7:00 am to 5:00 pm, Monday through Friday only."

A.1.16.

Include the requirement that silencers be used at the rifle range. (See other comments on the range in previous sections of this letter.) An electronic rifle range is also a viable option for training, which would avoid noise from a shooting range altogether, and should therefore be considered as a mitigation measure. In addition, the noise control measures listed in the document (pages 70, 71) should also be listed as mitigation measures.

A.1.17.

13. Visual

The visual impact analysis in the DEIR is inadequate. Replacement of the existing art deco and architecturally significant building with an institutional building is a significant visual impact which has not been addressed. While the proposed replacement building is very functional and internally creative, the exterior impact should be mitigated with the use of high quality exterior building materials and finishes, as well as increased landscaping at key locations, including within the parking lot.

A.1.18.

14. Dust Control

The dust control measures listed in the document (page 83) should be listed as mitigation measures.

A.1.19.

15. Mitigation Monitoring

It is difficult to distinguish the mitigation measures in the summary. The mitigation measures should be presented in a matrix type format and a mitigation monitoring program should be included for easy referencing.

A.1.20.

General Corrections

16. Project Approvals

Under the City of San Bruno, add to the list of activities that would require an encroachment permit - improvements to water and roadway systems.

A.1.21.

Missing from the list is the approvals required from the City of South San Francisco and the City of San Bruno regarding the alternative whereby sanitary sewage is diverted to the jointly owned and operated treatment plant.

A.1.22.

The reference to the San Mateo County Public Works Department regarding the approval of increased storm drainage into their system should be changed to the City of San Bruno.

A.1.23.

17. Misspelling

The name of a City of San Bruno employee in Appendix VI has been misspelled. Augustine's last name should be spelled Chou.

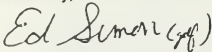
A.1.24.

Thank you for the opportunity to respond to the DEIR. The City of San Bruno also appreciates your having conducted a Public Hearing in our City Hall Council Chambers on March 31, 1998. The meeting was aired live on our local television channel and replayed during the week for better public awareness and participation.

A County Jail No. 3 project, in one form or another, has been discussed for several years, with no final approvals or construction. In the event an EIR is eventually certified but no project actually implemented, the City of San Bruno would appreciate the courtesy of additional review for any future project to reflect any potential changes in the environmental setting, review and analysis, as well as any changes or modifications to a proposed project.

Once again, thank you for your time and consideration on this issue of critical importance to our residents.

Yours truly,



Ed Simon
MAYOR

attachments: Memorandum dated March 20, 1998 from Joe Palla - Chief of Police
Exhibit "1" - "MTC PCI Index and Methodology"

cc: Sheriff Michael Hennessey, City and County of San Francisco
San Mateo County Board of Supervisors
Mayor and City Council, City of Pacifica
San Mateo Community College District



INTEROFFICE MEMORANDUM
CITY OF SAN BRUNO
DEPT. OF PLANNING AND BUILDING

CITY OF SAN BRUNO
POLICE DEPARTMENT

MAR 23 1998

RECEIVED

March 20, 1998

TO: George D. Foscardo, Community and Economic Development Director

FROM: Joe Palla, Chief of Police

RE: County Jail No. 3 Replacement Project, Draft Environmental Impact Report

In reviewing the above report, page 8 notes continued use of the shooting range located in the southern portion of this site. It was our understanding that this range would be closed and all firearms training moved to another range off site.

On Friday, March 6, 1998 I called Eileen Hirst, Chief of Staff, San Francisco Sheriff's Department (415-554-7225) to discuss the Draft Environmental Impact report. Chief Hirst was unaware of what the report said, so I faxed her a copy of page 8 and page 9 which discusses the range. On Monday, March 9, 1998 Chief Hirst called and advised the following:

- Currently, there are no other ranges in the bay area where you can train with rifles, so they will continue training with rifles at this site.
- They will relocate all hand gun training to the Airport or Lake Merced range.
- They train with rifles six to eight times per year.
- They have ordered silencers for the rifle training, which will eliminate noise.
- When the new jail is built, rifles may no longer be needed.

For your information, my staff located two ranges that allow law enforcement training and have 100 yard firing lanes. They are as follows:

- Chabot Gun Club, 999 Redwood Road, Castro Valley (510) 596-0213
- Alameda County Sheriff's Department, 6289 Madigan Road, Dublin (510) 551-6970

If you have any questions, or if you would like to discuss this further, please contact me. Thank you.

cc: Captain Watson
Captain Nicolopoulos

MTC

PAVEMENT MANAGEMENT SYSTEM

USER'S GUIDE

DECEMBER 1988



JOSEPH P. BORT METROCENTER • 101 EIGHTH STREET • OAKLAND, CA 94607-4700 • (415) 464-7700 • FAX: (415) 464-7848

Table E-1. Maintenance and Rehabilitation Treatments with
Associated Unit Costs in \$/SY in 1985

	MAINTENANCE TREATMENT		\$/SY.
1.	RECONST. SURFACE & BASE	ART	\$38.13
		COL	\$32.44
		RES	\$26.75
2.	RECONSTRUCT. SURFACE	ART	\$14.00
		COL	\$11.38
		RES	\$8.75
3.	THICK AC OVERLAY (2.5")	ART	\$5.93
		COL	\$5.73
		RES	\$5.53
4.	THIN AC OVERLAY (1.5")		\$3.45
5.	AC OVERLAY (1.5") W/FABRIC		\$4.58
6.	SAMI & THIN AC OVERLAY		\$5.50
7.	HEATER SCARIFY & THIN AC OVERLAY		\$5.70
8.	SLURRY SEAL		\$0.42
9.	SINGLE CHIP SEAL		\$0.51
10.	DOUBLE CHIP SEAL		\$0.92
11.	RUBBERIZED CHIP SEAL (2% LATEX)		\$1.25
12.	CHIP SEAL & SLURRY SEAL		\$1.00
13.	SEAL CRACKS (\$/ln ft)		\$0.60
14.	REJUVENATING TREATMENT		\$0.22
15.	SKIN PATCH		\$5.00
16.	SHALLOW PATCH		\$19.16
17.	DEEP PATCH		\$32.67

METHODOLOGY

To establish a systematic approach to pavement repairs related to construction haul routes, the following approach was taken. The foundation for this system is MTC's Pavement Management System (PMS) and its Pavement Condition Index (PCI). In the PMS User's Guide (1988), Section 7 correlates rehabilitation needs with budget parameters. As applied in San Bruno, three levels of rehabilitation are used:

1. Thin overlay (1.5") for streets with a PCI above 50.
2. Thick overlay (2.5") for streets with a PCI between 25 and 50.
3. Reconstruction of pavement only for streets with a PCI below 25.

In Table E-1 (attached), units costs for these treatments are listed. These are presented in a "per square yard" basis. Assuming that the cost for any treatment will bring a pavement back to a PCI of 100, the incremental (or "per PCI point") cost would be computed by dividing the listed cost by the maximum number of PCI points that a particular treatment can produce. Additionally, the listed costs are for 1985. To inflate these costs to 1997, the Engineering News Record's "Construction Cost Index" (attached) is applied. The factor for this step is computed as 1.325. Referring to the three treatments above, Table E-1, and the inflation factor, the table below represents the incremental costs.

Street Type	Arterial		Collector		Residential	
Year and Basis of Cost	1985/sy	1997/sy	1985/sy	1997/sy	1985/sy	1997/sy
Thin Overlay 100 < PCI < 50 (50 points)	3.45	4.57	3.45	4.57	3.45	4.57
Thick Overlay 50 < PCI < 25 (75 points)	5.93	7.85	5.73	7.59	5.53	7.33
Reconstruct Surface 25 < PCI > 0 (100 points)	14.00	18.55	11.38	15.08	8.75	11.60

The costs in the columns labeled "1985/sy" are directly from Table E-1.
 Values in the shaded columns are the incremental costs to be applied to pavement repair assessments, or assessment rates.

Application of Incremental Costs

The methodology to be used includes a preconstruction survey using the MTC guidelines for establishing the PCI. This will be done for the entire surface area of a street, and will be conducted jointly by both the City's representative and the BART's representative. The amount of area included into each PCI segment can be agreed upon in the field, but is not recommended to include more than 500 linear feet. The results of the survey will be recorded and the PCIs computed. After construction has ceased, the same procedure will be followed, and any decrease in PCI will be used as basis for computing the dollar value of the damage.

BART will pay this amount to the City, and the City will then use the funds toward the maintenance/rehabilitation of the street on its own schedule. This method avoids three problems common to the process: 1) the procedure is established up front, thus arguments concerning the method of assessment or repair are avoided, 2) BART can avoid making repairs that bring a street to a PCI of 100 when it may have been much less prior to beginning work, and 3) BART can be assessed for small amounts of damage that previously had not been corrected because they did not warrant repairs at the time. The pre-construction PCI will govern the rate category.

For any projects for which the haul routes are used for more than one year, the change in PCI will be reduced by an amount which represents normal wear and tear expected on the pavement. Each treatment category is assigned a PCI discount based on the number of years that a pavement would take to reach the lowest PCI in the category. For the thin overlay category, the 50 PCI point drop would be reached in 20 years, or 2.5 points per year. For the thick overlay, the discount (based on 75 points over 25 years) is 3.0 points per year, and for reconstruction, the discount (based on 100 points over 30 years) is 3.3 points per year.

In addition to this assessment method, a minimum serviceability must be maintained by BART. That is to say all potholes and other damage that affects whether the street is serviceable must be repaired on an ongoing basis as determined by the City Engineer during construction.

Proposed standard language for permits is below:

Prior to commencement of any hauling, a joint survey shall be performed by the City and BART to establish the Pavement Condition Index (PCI) for each segment of all haul routes. This survey and subsequent PCI computation shall follow the MTC guidelines. Upon cessation of hauling, a post-construction survey shall be performed to establish the change in PCI. Prior to finalizing the permit, BART shall pay the City an amount computed using the following formulas. These amounts shall be adjusted annually using the construction cost index of the Engineering News Record.

Assessment = PCI Change x Affected Area x Assessment Rate

	Arterial	Collector	Residential
Thin Overlay 100 < PCI < 50 (50 points)	0.0914	0.0914	0.0914
Thick Overlay 50 < PCI < 25 (75 points)	0.1048	0.1012	0.0977
Reconstruct Surface 25 < PCI > 0 (100 points)	0.1855	0.1508	0.1159

The PCI change is the difference between the Pre-construction PCI and the Post-construction PCI. For haul routes in use for over one year, a PCI discount will be applied against the PCI change as listed below:

Treatment Category	PCI Discount
Thin Overlay	2.5 points per year
Thick Overlay	3.0 points per year
Reconstruction	3.3 points per year

If the Post-construction PCI is higher than the Pre-construction PCI, the PCI change shall be considered to be zero.

Additionally, the Contractor shall be responsible for maintaining all haul routes in a serviceable condition by repairing all potholes and other defects affecting general serviceability throughout hauling activities as directed by the City Engineer.

EXAMPLES

Three examples are shown below. These are based on a haul route that is a 1,000 feet long, 40' wide collector street. The PCI is measured in 5 - 200' increments. The haul route is used for just over one year, so a PCI discount is included.

EXAMPLE "A"	Roadway Segment				
PCI Before	74	78	65	71	72
PCI After	70	78	52	68	69
PCI Change	4	2	13	5	3
PCI Discount	2.5	2.5	2.5	2.5	2.5
Final PCI Change	1.5	0	10.5	2.5	0.5
Affected Area (200 x 40 / 9 = 889)	889	889	889	889	889
Assessment Rate	0.0914	0.0914	0.0914	0.0914	0.0914
Cost	122	0	853	203	41
TOTAL ASSESSMENT					\$1,219

EXAMPLE "B"	Roadway Segment				
PCI Before	55	62	58	54	60
PCI After	49	59	47	46	47
PCI Change	6	3	11	8	13
PCI Discount	2.5	2.5	2.5	2.5	2.5
Final PCI Change	3.5	0.5	8.5	5.5	10.5
Affected Area (200 x 40 / 9 = 889)	889	889	889	889	889
Assessment Rate	0.1012	0.1012	0.1012	0.1012	0.1012
Cost	315	45	785	485	945
TOTAL ASSESSMENT					\$2,564

EXAMPLE "C"	Roadway Segment				
PCI Before	24	21	19	22	17
PCI After	20	17	7	14	4
PCI Change	4	4	12	8	13
PCI Discount	2.5	2.5	2.5	2.5	2.5
Final PCI Change	1.5	1.5	9.5	5.5	10.5
Affected Area (200 x 40 / 9 = 889)	889	889	889	889	889
Assessment Rate	0.1508	0.1508	0.1508	0.1508	0.1508
Cost	201	201	1,274	737	1,408
TOTAL ASSESSMENT					\$3,821

BUILDING COST INDEX (BCI) - (1913 = 100)
CONSTRUCTION COST INDEX (CCI) - (1913 = 100)

San Francisco Bay Region
Published by "Engineering News Record"

BCI Index: 3704.88 Jun 1997
CCI Index: 8700.22 Jun 1997
ENR Issue: 06/02/97

— Building Cost Index (BCI) —					— Construction Cost Index (CCI) —				
Year	Month	Index	Adjustment Factor	1 Over Factor	Year	Month	Index	Adjustment Factor	1 Over Factor
1967	Dec	764.39	4.847	0.206	1967	Dec	1317.62	5.09	0.20
1968	Dec	833.84	4.443	0.225	1968	Dec	1413.24	4.741	0.211
1969	Dec	834.84	4.433	0.225	1969	Dec	1478.41	4.538	0.220
1970	Dec	827.48	3.995	0.250	1970	Dec	1588.08	4.183	0.239
1971	Dec	1082.28	3.423	0.282	1971	Dec	1849.48	3.823	0.276
1972	Dec	1189.53	3.115	0.321	1972	Dec	2021.54	3.314	0.302
1973	Dec	1249.77	2.964	0.337	1973	Dec	2235.84	2.997	0.334
1974	Dec	1389.03	2.687	0.375	1974	Dec	2508.50	2.871	0.374
1975	Dec	1508.51	2.450	0.407	1975	Dec	2807.07	2.387	0.419
1976	Dec	1688.84	2.194	0.458	1976	Dec	3104.02	2.159	0.483
1977	Dec	1788.65	2.095	0.477	1977	Dec	3160.78	2.127	0.470
1978	Dec	1940.78	1.909	0.524	1978	Dec	3412.20	1.984	0.509
1979	Dec	2172.98	1.705	0.587	1979	Dec	3808.14	1.780	0.588
1980	Dec	2395.21	1.547	0.647	1980	Dec	4371.98	1.533	0.653
1981	Dec	2558.49	1.448	0.691	1981	Dec	4582.45	1.489	0.685
1982	Dec	2786.96	1.323	0.758	1982	Dec	4993.30	1.342	0.745
1983	Dec	2828.13	1.311	0.783	1983	Dec	5122.74	1.308	0.785
1984	Dec	2758.35	1.344	0.744	1984	Dec	5049.13	1.327	0.754
1985	Dec	2819.50	1.314	0.781	1985	Dec	5085.04	1.325	0.754
1986	Dec	2981.47	1.251	0.799	1986	Dec	5508.43	1.216	0.822
1987	Dec	3044.27	1.217	0.822	1987	Dec	5732.37	1.189	0.858
1988	Dec	3078.27	1.204	0.830	1988	Dec	5734.48	1.188	0.858
1989	Jan	3078.27	1.204	0.830	1989	Jan	5734.48	1.188	0.858
	Apr	3083.88	1.201	0.832		Apr	5742.09	1.187	0.857
	Jul	3074.38	1.205	0.830		Jul	5732.57	1.189	0.858
	Oct	3074.38	1.205	0.830		Oct	5732.57	1.189	0.858
1990	Jan	3119.95	1.187	0.842	1990	Jan	5932.57	1.129	0.885
	Apr	3148.09	1.178	0.849		Apr	5958.71	1.124	0.889
	Jul	3224.47	1.149	0.870		Jul	6042.55	1.109	0.902
	Oct	3231.99	1.148	0.872		Oct	6042.55	1.108	0.902
1991	Jan	3245.04	1.142	0.878	1991	Jan	6055.81	1.108	0.904
	Apr	3180.42	1.165	0.858		Apr	5990.89	1.118	0.894
	Jul	3215.88	1.152	0.888		Jul	6131.10	1.093	0.915
	Oct	3215.81	1.152	0.888		Oct	6131.04	1.093	0.915
1992	Jan	3259.55	1.133	0.893	1992	Jan	6220.71	1.077	0.928
	Apr	3222.75	1.150	0.870		Apr	6234.31	1.075	0.930
	Jul	3288.44	1.134	0.882		Jul	6270.02	1.068	0.938
	Oct	3282.98	1.129	0.888		Oct	6285.42	1.068	0.938
1993	Jan	3298.40	1.124	0.890	1993	Jan	6293.15	1.065	0.939
	Mar	3308.48	1.119	0.893		Mar	6388.20	1.052	0.950
	Apr	3318.22	1.117	0.898		Apr	6374.96	1.051	0.951
	May	3358.18	1.110	0.901		May	6394.92	1.048	0.954
	Jun	3378.80	1.097	0.911		Jun	6486.85	1.028	0.985
	Jul	3409.91	1.088	0.920		Jul	6486.85	1.028	0.985
	Aug	3421.88	1.083	0.924		Aug	6478.82	1.034	0.987
	Sep	3483.34	1.070	0.935		Sep	6489.09	1.033	0.988
	Oct	3455.77	1.078	0.927		Oct	6489.09	1.033	0.988

BUILDING COST INDEX (BCI) - (1913 = 100)
CONSTRUCTION COST INDEX (CCI) - (1913 = 100)

San Francisco Bay Region
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— Building Cost Index (BCI) —					— Construction Cost Index (CCI) —				
Year	Month	Index	Adjustment Factor	1 Over Factor	Year	Month	Index	Adjustment Factor	1 Over Factor
1994	Nov	3434.48	1.079	0.927	1994	Nov	6484.36	1.033	0.968
	Dec	3428.04	1.081	0.925		Dec	6477.95	1.034	0.967
	Jan	3438.80	1.077	0.928		Jan	6489.51	1.033	0.968
	Feb	3448.79	1.074	0.931		Feb	6488.70	1.031	0.970
	Mar	3467.40	1.068	0.936		Mar	6517.31	1.028	0.973
	Apr	3471.38	1.067	0.937		Apr	6521.28	1.027	0.973
	May	3480.14	1.065	0.939		May	6539.04	1.025	0.978
	Jun	3489.57	1.059	0.945		Jun	6557.48	1.022	0.979
	Jul	3509.53	1.056	0.947		Jul	6567.44	1.020	0.980
	Aug	3510.47	1.055	0.948		Aug	6580.09	1.023	0.978
	Sep	3513.80	1.054	0.948		Sep	6553.57	1.022	0.978
	Oct	3513.90	1.054	0.948		Oct	6553.57	1.022	0.978
1995	Nov	3528.79	1.050	0.952	1995	Nov	6537.97	1.025	0.978
	Dec	3519.17	1.053	0.950		Dec	6530.35	1.028	0.976
	Jan	3507.20	1.058	0.947		Jan	6518.38	1.028	0.973
	Feb	3507.20	1.056	0.947		Feb	6518.38	1.028	0.973
	Mar	3505.81	1.057	0.948		Mar	6518.79	1.028	0.973
	Apr	3508.58	1.056	0.947		Apr	6519.51	1.028	0.973
	May	3514.00	1.054	0.948		May	6524.85	1.027	0.974
	Jun	3531.80	1.049	0.953		Jun	6542.75	1.024	0.978
	Jul	3542.11	1.048	0.956		Jul	6552.16	1.023	0.978
	Aug	3557.91	1.041	0.960		Aug	6577.95	1.019	0.982
	Sep	3548.95	1.044	0.958		Sep	6589.90	1.020	0.981
	Oct	3578.79	1.035	0.966		Oct	6582.50	1.018	0.982
1996	Nov	3588.42	1.038	0.963	1996	Nov	6572.14	1.019	0.981
	Dec	3581.80	1.040	0.961		Dec	6558.16	1.022	0.979
	Jan	3558.17	1.044	0.958		Jan	6548.74	1.023	0.977
	Feb	3540.38	1.048	0.956		Feb	6558.94	1.022	0.979
	Mar	3537.28	1.047	0.955		Mar	6553.82	1.022	0.978
	Apr					Apr			
	May	3534.30	1.043	0.954		May	6550.87	1.023	0.978
	Jun					Jun			
	Jul	3540.03	1.047	0.956		Jul	6558.59	1.022	0.979
	Aug	3542.28	1.055	0.948		Aug	6528.85	1.026	0.974
	Sep	3531.59	1.049	0.953		Sep	6548.15	1.023	0.977
	Oct					Oct			
1997	Nov				1997	Nov			
	Dec	3533.05	1.049	0.954		Dec	6548.81	1.023	0.978
	Jan	3532.30	1.049	0.953		Jan	6548.88	1.023	0.977
	Feb	3544.72	1.045	0.957		Feb	6561.29	1.021	0.979
	Mar					Mar			
	Apr					Apr			
	May					May			
	Jun	3704.86	1.000	1.000		Jun	6700.22	1.000	1.000
	Jul					Jul			
	Aug					Aug			
	Sep					Sep			

Letter A.1.

City of San Bruno City Council
567 El Camino Real
San Bruno, CA 94066

Response A.1.1.

The Project Description on pages 5 to 32 of the Draft Environmental Impact Report (DEIR) describes those aspects of the proposed County Jail No.3 Replacement Project that differ from existing conditions to determine the environmental impacts of the project, which is the purpose of the EIR. The California Environmental Quality Act (CEQA) does not require that an EIR address the social impacts of a proposed project if those impacts would not result in physical environmental impacts.

The County Jail No. 3 Replacement Project was proposed in response to the order of the United States District Court for the Northern District of California, which directs the City of San Francisco to submit a plan to remedy the existing deficiencies in County Jail No. 3. The proposed project is designed to accommodate the historic average inmate population in Jail No. 3. The court order finding deficiencies in Jail No. 3 and current Code requirements mandate a larger jail facility. Regardless of whether the proposed project is called a jail replacement project or a jail expansion project, the DEIR analyzes the physical environmental impacts of constructing and operating the project. The Project Description on pages 14 to 32 of the DEIR describes the proposed project, including all functions to be replaced and all functions to be expanded. The reasons for expanding some functions are described under Project Objectives on pages 11 to 14 of the DEIR, under Proposed Project on page 16 of the DEIR and in the paragraph below. The existing jail functions on the site would not change with implementation of the proposed project, although the physical size of some of the areas and structures would change, as described in Table 1 (Height, Floor Area and Footprint of Existing and Proposed County Jail No. 3/7 Complex Facilities) on page 19 of the DEIR. See also Response F.5.

The proposed expansion of the gross floor area of the inmate housing and day room, medical and dental, exercise, and library spaces is based on California Code of Regulations and American Corrections Association jail standards and guidance from health care experts. California Penal Code (Penal Code) Section 6030 states that the California Board of Corrections shall establish minimum standards for local detention facilities such as county jails. Therefore, the California Board of Corrections has developed minimum jail standards which are contained in the California Code of Regulations (CCR). Title 15, Subchapter 4 of the CCR addresses minimum operational standards, and Title 24 (California Building Code) of the CCR addresses minimum building

standards. The standards are minimum standards and do not cover all jail operations.

Title 24 contains minimum sizes for cells, day rooms, exercise areas, medical/dental, and other spaces. Each of the cells in existing County Jail No. 3 contains about 42 square feet. Title 24 requires that cells contain at least 70 square feet. The American Corrections Association standards, which apply to federal prisons, require cells to contain at least 80 square feet. For lease financing issues, the American Corrections Association standards were used to design the cells of the County Jail No. 3 Replacement Project. Title 24 delineates the minimum sizes for specific medical/dental spaces such as safety cells, detoxification cells, temporary holding cells, medical examination rooms, and pharmaceutical storage space; and states that medical care housing shall be designed in consultation with a health authority. The size, number, and type of medical and dental spaces for the proposed project were designed in consultation with the San Francisco Department of Public Health and a health care consultant. Title 15 requires that library services be provided to inmates, but does not contain standards for library space. Therefore, the San Francisco Sheriff's Department used its judgment to design the library space for the new Housing Building. As described on page 12 of the DEIR, the day room and exercise areas would be designed according to state standards (i.e., Title 24 of the CCR). Title 24 requires that day rooms and exercise areas contain at least 35 and 15 square feet per inmate, respectively.

The proposed expansion of the gross floor area of the inmate records and warehouse storage spaces is based on federal court consent decrees, California Code of Regulations jail standards, and guidance from a consultant. Pursuant to federal court consent decrees and Title 15 of the CCR, the San Francisco Sheriff's Department is required to maintain various records on inmates for a certain number of years. The number of inmates in the City and County of San Francisco Jail System determines the volume of records generated in a particular year. County Jail No. 3 has been used as the central records maintenance and storage area for inmate records for the entire Jail System for the last 25 years. Compared to 25 years ago, the Sheriff's Department has over twice as many inmates in custody and keeps more records on each inmate. The result is that the space required for records maintenance and storage has increased considerably in the last 25 years. Title 24 requires that the storage space per inmate be at least 80 cubic feet. This storage space is for personal property, clothing, bedding, institutional clothing, and supplies and does include storage space for food service and laundry. For a maximum inmate population in the proposed jail replacement facility of 768 inmates, at least 62,000 cubic feet of storage space for inmates would be required under Title 24. The necessary storage spaces for food service and laundry were developed by a consultant based on the operational characteristics of the proposed

jail replacement facility and the need to have food and laundry stored to allow operating the facility during emergencies (e.g., earthquakes), when the facility may be isolated and have to operate on its own for several days. Expansion of the administrative/services area is also necessary to accommodate modern jail electronic arraignment areas and security systems.

Centralizing the laundry and kitchen functions for the entire City and County of San Francisco Jail System at the County Jail No. 3/7 Complex site is deemed necessary by the Sheriff's Department to increase staff efficiency and economy of operations. Inmates currently conduct most of the laundry and kitchen duties at each of three separate sites of the Jail System (i.e., County Jail No. 3 in San Mateo County, County Jail No. 2 at the Hall of Justice in San Francisco, and County Jail No. 8 at the Sheriff's Facility in San Francisco). The Sheriff's Department currently has one employee to supervise the laundry function at these three sites and needs additional staff to supervise the inmates at these sites. The Sheriff's Department has two options for staffing to supervise the laundry function for the Jail System, either hire two more employees and assign one employee to each of the three sites, or reduce the number of sites with a laundry operation from three sites to one site. The Sheriff's Department has elected the latter option because it is more staff efficient. Centralizing the kitchen (i.e., food preparation) function would also be more staff efficient, but not to the same extent as for the laundry function, because at least one employee must remain at the other two sites in order to supervise the distribution and serving of pre-prepared food. As described on pages 13 and 14 of the DEIR, centralizing the kitchen and laundry functions would involve more of an increase in the hours of use of the kitchen and laundry areas, additional inmate workers, and inmate work shifts than of an increase in size of the kitchen and laundry spaces. Centralizing the kitchen and laundry functions would require a relatively small increase in the gross floor area of the kitchen and laundry spaces.

The existing vehicle storage areas at the County Jail No. 3/7 Complex are not well-defined and include the Bus Barn and Red Barn, in which two buses are stored; and open areas, in which two buses and several patrol cars are stored. The vehicle storage areas inside the two buildings would be consolidated into one building, the Vehicle Storage Area, at the southern end of the vehicle sallyport leading to the new Housing Building, which would accommodate all four buses. The patrol cars would not be stored inside the new Vehicle Storage Area, rather in open areas on the Jail Complex site. The same number of vehicles currently stored at the site would be stored under the proposed project. The figures for existing gross floor area and footprint under "Vehicle Storage" in Table 1 on page 19 of the DEIR includes the existing areas for vehicle storage both *inside* and *outside* of buildings. The figures for proposed floor area and footprint include just the proposed area for vehicle storage *inside* of the new building (Vehicle Storage Area). Therefore,

the area *inside* buildings used to store vehicles would decrease under the proposed project.

Response A.1.2.

CEQA defines the approach to an Alternatives Analysis with respect to a proposed project. Comparisons are to be made between the proposed project and the alternatives, not between the existing conditions and the alternatives. As stated in Response A.1.1., centralizing the kitchen and laundry functions would require a relatively small increase in the gross floor area of the kitchen and laundry spaces. The proposed project was not found to have significant impacts to air quality, traffic or utilities. The Reduced Kitchen and Laundry Functions Alternative was found to have even less impact on air quality, traffic and utilities than under the proposed project.

The existing kitchen and laundry in County Jail No. 3 were constructed in 1932 and 1933. Over the years, kitchen equipment and personnel safety standards have changed, and the new facility would need to incorporate these changes through an increase in gross floor area. An increase in the gross floor area of the kitchen and laundry would not result in a proportional increase in traffic to and from the County Jail No. 3/7 Complex.

The Reduced Kitchen and Laundry Functions Alternative (described on pages 191 to 193 of the DEIR) would generate slightly fewer truck trips to the Jail Complex than under existing conditions or the proposed project. Under existing conditions, there are about four daily truck trips to the site. Under the proposed project, there would be about three daily truck trips; and under the Reduced Kitchen and Laundry Functions Alternative, there would be about two daily truck trips to the site. The air quality impacts would correspond to the reduction in truck traffic. Impacts to utilities under the Reduced Kitchen and Laundry Functions Alternative would be the same as under the proposed project, since the same number of inmates would be at the site under both conditions, as described on page 193 of the DEIR.

Response A.1.3.

The purpose of the Alternatives Analysis (described on pages 200 to 212 of the DEIR) is to provide information for the decision-makers to use in evaluating the merits of the proposed project and the alternatives. The DEIR is to provide unbiased information, not to make arguments for or against the proposed project and/or alternatives. The DEIR does not "quickly dismiss" any alternatives, but identifies issues and objectively discusses the corresponding impacts of the alternatives. Some identified impacts of the Off-Site Alternative, such as the loss of businesses and residential properties, would be greater than under the proposed project; and some impacts, such as those to biological resources, would be less than under the proposed project. Loss of

businesses and view blockage are only two of several impacts of the Off-Site Alternative that were identified in the DEIR.

Comment noted.

Response A.1.4.

The shooting range activities at the project site are important to the neighborhood, but these activities exist at the site and no change in these activities is proposed under the proposed project. The DEIR describes the changes to the physical environment as a result of the proposed project in accordance with the CEQA Guidelines. Therefore, the impacts of the shooting range are not analyzed in the DEIR. The DEIR states on page 8 that the relocation of the shooting range is not part of the proposed project, but as a matter of information, the DEIR describes the planning for relocating the shooting range.

Noise from operation of the shooting range was measured in 1992. The peak noise levels at the shooting range (150 feet behind shooters) varied between 85 to 90 dBA, and the corresponding peak noise levels measured at Sneath Lane and Siskiyou Court ranged from 65 to 70 dBA. This noise is not an impact of the proposed project, but part of the existing site conditions. Since the shooting range is part of the existing project setting, the DEIR takes the existence of the shooting range into consideration describing the setting.

The information provided by the commentor on the availability of other options for training has been forwarded to the San Francisco Sheriff's Department.

Response A.1.5.

The commentor is correct in noting that Moreland Drive, a two-lane, 36-foot wide residential collector street, serves as the primary access street to and from the County Jail No. 3/7 Complex. Moreland Drive, west of Riverside Drive, currently carries about 100 vehicular trips during the A.M. peak hour and about 600 to 750 trips per day, moderate trip levels for a residential collector street. The intersection at Moreland and Riverside Drives currently operates at LOS A with minimal delays for vehicles passing through the intersection.

As summarized on pages 60 and 62 of the DEIR, the County Jail No. 3 Replacement Project is expected to result in an increase of six trips per day. This increase in trips would not result in a noticeable change in traffic volumes on Moreland Drive upon completion of the project.

During the construction period, vehicular traffic would temporarily increase to and from the site. As indicated on page 57 of the DEIR, employee construction traffic is recommended to be routed to the Jail Complex via College Drive/Longview Drive/Moreland Drive. This routing would result in a noticeable increase in traffic volumes on Moreland Drive. While the Moreland Drive and Riverside Drive intersection would still operate at LOS A under the proposed project, and the project impacts are not expected to be significant, the construction contractor would be required to develop and implement a Transportation Management Plan for construction employees to minimize the impacts of increased vehicular traffic on Moreland Drive. See the construction impacts discussion on pages 55 to 57 and Mitigation Measure C.2. on page 64 of the DEIR.

Off-site improvements to Moreland Drive and other local streets are not planned as part of the proposed project. They are not required as mitigation since no significant impacts related to the width of local streets were identified in the DEIR. However, the City of San Francisco has requested information from the City of San Bruno with respect to the existing and desired right-of-way, pavement and sidewalk widths of the local streets. The City of San Francisco will decide whether to include off-site improvements to local streets in the proposed project after this information has been received and evaluated.

The heavy construction vehicles (estimated at approximately 16 per day) may be routed either via Jail North Road (Alternate Route 1) or Moreland Drive (Alternate Route 2), depending on the outcome of negotiations with the San Mateo County Community College District. To address the potential impacts on street conditions from use by heavy construction vehicles, the City of San Francisco has agreed to undertake a survey of pavement conditions prior to the start of project construction, as described in Mitigation Measure C.1 on page 64 of the DEIR. If necessary, temporary road surface improvements on impacted streets would be undertaken to accommodate construction traffic. Upon completion of the project, the City of San Francisco would compensate the City of San Bruno for any decline in pavement condition attributable to the construction traffic.

Response A.1.6.

The construction traffic entering the site via Moreland Drive would not have a significant impact on the operation of intersections in the vicinity of the proposed project. As noted in Table C-2 on page 55 of the DEIR, the College Drive/Longview Drive intersection currently operates at LOS A, and the Skyline Boulevard/College Drive intersection operates at LOS C. The Level of Service would remain the same for these three intersections during construction of the project, as shown in Table C-4 on page 63 of the DEIR.

Response A.1.7.

The projected 13% increase in traffic resulting from increased enrollment at Skyline College is a conservative or "worst case" estimate of the potential increase in background traffic growth on College Drive as it approaches Skyline College. As the commentor noted, the increase in traffic attributable to the college would be diluted by neighborhood traffic as travel progresses east on College Drive. Page 57 of the DEIR describes current LOS conditions along road segments in the project area. Even under a worst case analysis, the LOS of the intersections analyzed is not projected to degrade from existing conditions of operation, with the exception of the Skyline Boulevard/College Drive intersection, which would degrade from LOS C to LOS D as a result of background traffic growth. LOS D is considered an acceptable LOS, as described on page 57 of the DEIR. See Table C-4 on page 63 of the DEIR for a comparison of existing, existing with the proposed project, and future (year 2002) Level of Service at intersections in the project area.

Response A.1.8.

Two objectives of the County Jail No. 3 Replacement Project are to increase space in currently substandard inmate housing and to improve surveillance systems. The overall inmate population would increase by only 18 persons under the proposed project. With the improvements in surveillance systems proposed as part of the project, the staffing levels at the County Jail No. 3/7 Complex would remain the same as they are today.

The expanded kitchen, laundry, and new bakery areas are not expected to result in a net increase in vehicular trips to the Jail Complex (see also Response A.1.1). An expanded warehouse facility would permit storage of larger stocks of goods for the County Jail No. 3/7 Complex. The larger capacity of the warehouse facility would result in fewer trips to replenish stocks. The reduction in trips associated with the warehouse would off-set minor trip increases associated with the expansion of other uses at the site.

Response A.1.9.

The commentor is correct that there would be a small increase in stormwater runoff from the project site due to the small increase in paved surfaces (about one percent) on the site after the proposed County Jail No. 3 Replacement Project has been constructed. As a result of this increase in stormwater runoff and restriction of drainage from the project site to 50 cubic feet per second by the on-site energy dissipator/flow restrictor on the Sneath Lane culvert, the retention time of stormwater drainage on the site would increase. As a result of this increase in retention time, the depth of the inundated area (detention basin or retention pond) would increase by about one foot and cover about five acres during a 100-year storm. The area of inundation during such

a storm is discussed on page 148 and depicted on Figure I-2 of the DEIR. None of the jail replacement buildings would be located within the 100-year flood zone, and stormwater runoff from the project site would not result in off-site flooding due to the function of the on-site energy dissipator/flow restrictor. The increase in stormwater drainage retention time and extent of inundated area on the project site after the project has been constructed would not be considered a significant impact of the proposed project because it would not cause substantial flooding on or off the site.

Response A.1.10.

The September 1997 Initial Study did not identify impacts to groundwater resources because the proposed project does not include groundwater pumping. However, the proposed project would result in additional percolation to the groundwater aquifer due to the increase in retention time of stormwater drainage on the project site. Stormwater treatment is mandated by the Regional Water Quality Control Board, which would require all surface water flows from the project site to be processed through a filtration system before discharge. Due to the required filtration, no impacts to the groundwater are identified in the DEIR. The permitting agencies are described in Project Approvals on pages 30 to 32 of the DEIR.

Response A.1.11.

Landscaping would be installed on cut slopes to reduce erosion and to provide habitat for special status plant and animal species. The water tank area and parking lots would be landscaped. As landscaping would affect security measures at the jail, it would not be provided in all areas of the project site. Mitigation Measure I.1 on pages 153 to 155 of the DEIR calls for developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) for the project site. The SWPPP would include Best Management Practices (BMPs) designed to reduce erosion of exposed soil, which could include landscaping. Mitigation Measures G.1 and G.2 on pages 122 to 128 of the DEIR call for creating wetlands at an undetermined location on the project site, creating Mission blue butterfly habitat by revegetating the cut slope above the new water storage tank, and revegetating all areas disturbed during project construction. A landscaping plan would be developed during the final design phase of the proposed project, which would follow certification of the EIR.

Response A.1.12.

The DEIR states on page 98 that a written agreement between the City of San Francisco and the selected treatment plant (either the North San Mateo County Sanitation District or the South San Francisco - San Bruno Wastewater Treatment Plant) would be developed to allow the discharge

of wastewater generated from the proposed project. The agreement would outline the fee for this arrangement.

Response A.1.13.

A Transportation Management Plan for project construction would be prepared as required under Mitigation Measure C.2 on page 64 of the DEIR. The Plan would describe construction haul routes and traffic staging plans. The City of San Bruno would review the Plan, as stated on page 64 of the DEIR.

Response A.1.14.

Mitigation Measure C.1 on page 64 of the DEIR requires the City of San Francisco to conduct a pavement survey of the streets which may be affected by construction activities before and after project construction, and to construct temporary surface improvements to accommodate construction traffic, if necessary. After the project has been constructed, the City of San Francisco shall compensate the City of San Bruno for any decline in street pavement attributable to construction of the project. Mitigation Measure C.2 on page 64 of the DEIR calls for the Transportation Management Plan for project construction to include designation of Alternate Route 1 or Alternate Route 2 as the preferred construction route for heavy construction vehicles based on the results of the pavement survey conducted before project construction. Additionally, the City of San Bruno would require an encroachment permit for construction activities in San Bruno streets and sidewalks, and would approve the construction truck haul routes, as indicated on page 30 of the DEIR. The City of San Francisco would comply with the encroachment permit and haul route requirements.

Response A.1.15.

Comment noted. See Mitigation Measure C.1 on page 64 of the DEIR.

Response A.1.16.

The second bullet item on page 70 of the DEIR shall be changed to read:

All construction activities, including demolition, shall be limited to daytime working hours (7:00 A.M. to 5:00 P.M., weekdays only) in all project construction areas.

Response A.1.17.

Comment noted. The information provided by the commentator about the electronic rifle range has been forwarded to the San Francisco Sheriff's Department. As stated in Response A.1.4, the

shooting range is an existing use that is part of the existing environment, not part of the proposed project. Therefore, no mitigation is required for this existing use.

The noise control measures listed on pages 70 and 71 of the DEIR are standard measures that the City of San Francisco incorporates into every large project and are not considered mitigation measures. These measures would be incorporated into the project construction specifications.

Response A.1.18.

The visual qualities of the County Jail No. 3 building in its setting described in the Cultural Resources Report and the Cultural Resources section of the DEIR are associated with the *historic*, not the scenic value of the building in its setting. The proposed project was found to have a significant effect on the historic architectural character of the Jail No. 3 building that could not be mitigated to a less-than-significant level. As described on page 183 of the DEIR, loss of the Jail No. 3 building as a result of its demolition would be considered a substantial adverse change in the significance of a potential historical resource.

The standard criteria used to determine a significant visual impact under CEQA are listed on page 46 of the DEIR and include: substantial degradation or obstruction of any scenic view or vista now observed from public areas; and a substantial, demonstrable negative aesthetic effect. The San Bruno and San Mateo County General Plans do not designate or recognize the existing Jail No. 3 building alone or in its setting as a scenic view. Although the architectural profession recognized the building as having innovative Art Deco design when it was constructed in 1932, replacing this building with a more modern building that some people would consider unattractive would not be considered a significant visual impact because it would neither result in substantial degradation of a scenic view or vista observed from public places nor in a substantial negative aesthetic effect.

As construction of the proposed project would not result in a significant visual impact, mitigation measures such as landscaping are not required. See also Response A.1.11.

Response A.1.19.

The Bay Area Air Quality Management District air quality measures listed on page 82 of the DEIR are standard measures the City of San Francisco incorporates into every large project and are not considered mitigation measures. These measures would be incorporated into the project construction specifications.

Response A.1.20.

California state law does not require that a mitigation monitoring program to be developed when the DEIR is published. Public Resources Code section 21081.6, subdivision (b) provides that if there is a project for which mitigation is adopted, a public agency shall comply by adopting mitigation measures as a condition of approval of the project. The reporting or monitoring program shall be designed to ensure compliance with mitigation measures during project implementation. A draft Mitigation Monitoring Program for the proposed County Jail No. 3 Replacement Project would be developed after certification of the Final EIR and prior to project approval. At the time of project approval, the San Francisco Board of Supervisors would consider approval of the draft Mitigation Monitoring Program in conjunction with the proposed project. The final Mitigation Monitoring Program would be developed after project approval.

Response A.1.21.

The text on page 30, under Local Agencies, City of San Bruno shall be changed to read:

City of San Bruno. The City of San Bruno would be responsible for issuing the encroachment permits required for ~~off-site~~ construction activities in San Bruno streets and sidewalks associated with improvements to the sanitary sewer system; approving the sanitary sewer system variants (Variant 1B, 2B, or 3B) that would require wastewater treatment at the South San Francisco - San Bruno Wastewater Treatment Plant; and approving the proposed construction truck haul routes.

Response A.1.22.

The text on page 30, under Local Agencies shall be changed to add:

City of South San Francisco. The City of South San Francisco would be responsible for approving the sanitary sewer system variants (Variant 1B, 2B, or 3B) that would require wastewater treatment at the South San Francisco - San Bruno Wastewater Treatment Plant.

See also Response A.1.21.

Response A.1.23.

No increase in stormwater drainage from the project site after project implementation is anticipated due to the existence of the energy dissipator/flow restrictor, as discussed on pages

VIII. Comments and Responses
A. Public Agencies

148 and 149 of the DEIR. Therefore, no agency approvals for increases in stormwater drainage are required.

The text on page 30, under Local Agencies, San Mateo County Public Works Department shall be changed to read:

~~San Mateo County Public Works Department. The San Mateo County Public Works Department would be responsible for approving an increase in volume of stormwater drainage from the project site to the County stormwater drainage system.~~

Response A.1.24.

Comment noted. The text on page 219, under Persons Consulted, Transportation shall be changed to read:

Augustine ~~Chow~~ **Chou**, San Bruno Department of Public Works, December 18, 1997.

B. Public Commissions/Advisory Boards

- B.1. Mr. Daniel F. Reidy, President
Landmarks Preservation Advisory Board
1660 Mission Street, 5th Floor
San Francisco, CA 94103-2414



LANDMARKS PRESERVATION ADVISORY BOARD

1660 MISSION STREET, 5TH FLOOR, SAN FRANCISCO, CA 94103-2414
TEL. (415) 558-6345 • FAX. (415) 558-6409

B.1

April 10, 1998

Ms. Hillary E. Gitelman
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street, Fifth Floor
San Francisco, CA 94103

RE: File No. 97.368E; SCH. No. 97102007
Comments on Draft Environmental Impact Report for the
County Jail No. 3 Replacement Project

Dear Ms. Gitelman:

These comments on the Draft Environmental Impact Report for the County Jail No. 3 Replacement Project are presented on behalf of the San Francisco Landmarks Preservation Advisory Board. We appreciate this opportunity to review and comment on this document for a significant public project.

1. Loss of a Visual Resource.

The photographs in the Visual Quality Section (Figures B-2, B-3, and B-4) show the existing building as a striking monumental structure in its setting, which will be eliminated by the demolition of the building as part of the proposed Jail Replacement Project. For hikers along the trails in the vicinity, coming upon this structure for the first time is a dramatic and moving visual experience which does not pale with repetition. We do not agree with the conclusions of the authors of the DEIR on p. 48 that the proposed project would not result in a significant visual impact.

B.1.1.

The DEIR's impact analysis in this Section emphasizes the visual impacts of the new buildings in terms of view blockage or degradation but does not give sufficient weight to the loss of the dramatic visual statement of the 7 story existing building in its current setting. This impact analysis seems to ignore the forceful description of the visual qualities of the building in its site stated in the Cultural Resource section of this same document on page 178, for example:

- (1) Various building elements have a distinct relationship to the surrounding landscape;
- (2) The symmetrical front elevation and main entrance "is centered on the natural visual line created by the valley;"
- (3) "The articulate relationship between the built elements and the site characteristics anchors the structure solidly in the landscape;" and B.1.1.
- (4) The unimpeded vista...is visually powerful."

In our view, the loss of this visual resource is a significant adverse impact which cannot be mitigated to insignificance.

If the existing Jail No. 3 building is demolished and replaced with the proposed new facilities, the relatively unattractive appearance of the new building could be mitigated through screening by planting large-scale trees close to the facilities, to the extent feasible given the security requirements of the jail complex.

2. Cultural Resources Impact Analysis.

We have reviewed the section on Cultural Resources (Section III.K. beginning on p. 176) and the Cultural Resources Report prepared by Carey and Company for the Project. We concur that the Jail No. 3 building is potentially eligible for listing on the National Register of Historic Places. It should be listed on the California Register of Historic Resources. We concur with the conclusions of the authors of the DEIR that the demolition of the existing Jail No. 3 building would be considered a significant adverse impact which cannot be mitigated to a less than significant level. However, we recommend that the impact analysis on page 183 acknowledge forthrightly that the demolition of the existing Jail No. 3 building would amount to a total loss of an historic resource, not merely "a substantial adverse change in the significance of a potential historic resource." (Emphasis added). B.1.2

3. Mitigation Measures for Loss of Historic Resource.

Among the mitigation measures listed on page 184 is that

photographs of the building be taken with 35 mm film. In addition, we recommend that the scale of this building in its setting warrants some larger format view camera photographs of the exterior, since a larger negative allows for the rich details of the building appropriate for larger prints.

B.1.3.

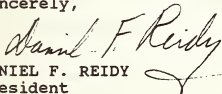
4. Historic Resources Preservation Alternative.

We found this section (beginning on p. 193) well written and helpful in listing the implications of trying to retain the existing Jail No. 3 as well as building the needed new facilities. This analysis should assist the decision-makers in deciding whether to proceed with the Project as proposed or to choose the Preservation Alternative instead.

B.1.4.

We would appreciate a copy of the Response to Comments.

Sincerely,



DANIEL F. REIDY
President

cc: Members of the Landmarks Board

Letter B.1.

Mr. Daniel F. Reidy, President
Landmarks Preservation Advisory Board
1660 Mission Street, 5th Floor
San Francisco, CA 94103-2414

Response B.1.1.

Refer to Response A.1.18. The statement that hikers along trails in the project vicinity would find seeing the County Jail No. 3 building to be “a dramatic and moving visual experience” is a subjective statement and does not relate to the value of the building as a scenic resource.

Response B.1.2.

Comment noted.

The County Jail No. 3 building is not listed on the National Register of Historic Places (National Register). Carey & Company, the cultural resources consultant for the EIR, has concluded that the building is potentially eligible for listing on the National Register. However, the Jail No. 3 building does not meet the definition of an “historical resource” under Section 21084.1 of the California Environmental Quality Act (CEQA). Under this section of CEQA, an historical resource is a resource listed in, or formally determined to be potentially eligible for listing in, the California Register of Historical Resources (California Register). Resources listed in, or *formally* determined potentially eligible for, the National Register are automatically listed on the California Register. The finding by a cultural resources consultant that a resource is potentially eligible for listing in the National Register does not mean that the resource has been *formally* determined potentially eligible for listing in the National Register. Resources may be listed in, or formally determined potentially eligible for, the National Register only through a recommendation of the State Historical Resources Commission of the California Department of Parks and Recreation to the Keeper of the National Register of the U.S. Department of the Interior.

Although the Jail No. 3 building does not meet the definition of an historical resource under Section 21084.1 of CEQA, the City and County of San Francisco, as Lead Agency for the EIR on the County Jail No. 3 Replacement Project, has taken a conservative approach to the cultural resources analysis by assuming that the building *may be* an historical resource. Therefore, the DEIR refers to the building as a *potential* historical resource.

Refer to Response A.1.18. for information regarding landscaping included in the proposed project.

Response B.1.3.

The text in paragraph four of Mitigation Measure K.1 on page 184 of the DEIR shall be changed to read:

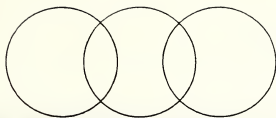
Photographs: 35 mm black and white photographs of representative exterior and interior views of the Jail No. 3 building, **and larger format photographs of the exterior of the building in its setting**; film and print processing shall follow the Photographic Standards of the Historic American Building Survey.

Response B.1.4.

Comment noted.

C. ORGANIZATIONS

- C.1. San Mateo County Community College District
3401 College of San Mateo Drive
San Mateo, CA 94402-3699



**SAN MATEO COUNTY
COMMUNITY COLLEGE DISTRICT**

CANADA COLLEGE, Redwood City / COLLEGE OF SAN MATEO, San Mateo / SKYLINE COLLEGE, San Bruno

April 7, 1998

Office of the
Chancellor-Superintendent

Ms. Lisa Posternak
Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, CA 94103-2414

Dear Ms. Posternak,

We have reviewed the portions of the Draft EIR for the County Jail Number 3 Replacement Project which could affect Skyline College and are very concerned about the impact that the proposed Alternate Route 1 will have on the College. At a preliminary meeting on this matter held on February 17 with Frank Filice and Lieutenant LaVigne, we were told that this Alternate was being considered for jail staff traffic only, and we addressed our concerns about that at the meeting. The EIR states that Alternate 1 is now being considered for construction vehicle traffic, which greatly increases the level of our concern.

C.1.1.

Skyline College's current student population is 8,600 students and it is growing (6% growth last Fall alone). Based upon recently completed demographic studies and State population projections, the College District anticipates that the College will grow to accommodate at least 11,000 students over the next eight to ten years.

Traffic at peak times at the College (7:30 a.m. to 2 p.m. and 6 to 10 p.m. each evening) is already heavily congested and the addition of jail traffic—particularly if it involves heavy construction vehicles—would cause delays for students and faculty and exacerbate an already difficult situation. As we told you on February 17, the College is planning to construct and renovate several buildings in the next year or so. Plans include a 20,000± square foot bookstore with construction beginning in Summer 1998 and a major remodeling of Building 2, the former Library/Learning Resource Center on the campus, which should be underway in 1998-99. Also included in the Skyline five-year master plan is construction of a Child Care Center. One of the locations being considered for the Center is the vacant property on the southeast corner of the College land which is adjacent to the College loop road and the Jail North Road which are integral parts of Alternate 1. Use of our roads by jail construction and staff vehicles, combined with our use by faculty and staff, will result in untimely delays which could lead to a drop-off in student enrollments.

Additional concerns about Alternate 1 include:

- We are very concerned about the degradation of our roads that would result from the additional traffic associated with the Jail Project.
- We noted that the EIR points out that a secondary access road during construction would increase the security risk at the Jail because it would present another avenue for prisoner escape.

C.1.2.

C.1.3.

- The College is concerned that the proposed use of Alternate 1 for jail construction or administrative use would negatively impact the College's emergency response and evacuation plans. C.1.4.
- Because the College experiences extremely heavy traffic flow and insufficient parking for students and staff during the first several weeks of the Fall and Spring semesters, the College loop road is designated to be a one-way road during the first three weeks of each semester. This would not be possible if Alternative No 1 is employed and would greatly disrupt traffic flows on campus. C.1.5.

Other issues addressed in the EIR about which the College is concerned include:

- 1) The College is concerned about the impact that construction of a new sanitary sewer system on College Drive will have on College traffic patterns. C.1.6.
- 2) The EIR should analyze and identify mitigation measures for any impacts from the jail replacement project on Skyline College's water supply system, storm drain system and waste water systems. C.1.7.
- 3) If the current jail shooting range is not relocated to the San Francisco Airport and remains a part of this project, then the EIR should analyze the noise impacts on Skyline College and fully mitigate them. This impact was never investigated when the shooting range was moved to the jail several years ago. C.1.8.
- 4) If, as in a previous plan, the prisoner exercise yard is located on the exterior portion of the jail, the impacts from talking, shouting and recreational activities on the College must be addressed in the EIR. C.1.9.

As a final note, we would like to state that students today have many options about where they can receive a college education and it is not unreasonable to assume that Skyline students would choose to attend college elsewhere, if traffic problems increase or new security issues are present. Loss of students would negatively impact College and District revenues because the District receives a specified amount of money from the State for each full time student attending our Colleges.

Thank you for the opportunity to present our comments and concerns on the San Francisco County Jail Replacement Project. Please contact me at (650) 574-6560 if you need additional information about Skyline College and the College District's concerns.

Sincerely,


Barbara Christensen

Director of Community and Government Relations

BC:kp

- c: Frank Filice - San Francisco Planning
Lt. Michael LaVigne- San Francisco Sheriff's Department
Earl Johnson - Chancellor, SMCCCD
Linda Salter - President, Skyline College
Robert Verzello - Assistant Chancellor, Master Plan Implementation
Walter Zander - Facilities Plant and Operations

Letter C.1.

San Mateo County Community College District
3401 College of San Mateo Drive
San Mateo, CA 94402-3699

Response C.1.1.

The commentor is correct that in previous meetings with the San Francisco Department of Public Works and Sheriff's Department, staff indicated that Alternate Route 1 was being considered primarily for jail staff traffic. Other potential uses of Alternate Route 1 during project construction are analyzed in the DEIR.

As noted in Response A.1.5., the commute trips generated by construction employees would be directed to Moreland Drive. The heavy construction vehicle trips during the construction period, estimated to be about 16 trips daily, could be directed to either Moreland Drive or Jail North Road via College Loop Road. These construction vehicle trips equate, on average, to one truck every 30 minutes between normal construction hours of 7:00 A.M. to 5:00 P.M. This temporary increase in truck traffic is not expected to cause a significant increase in travel delays nor to lead to a decline in student enrollment should the Jail North Road become available for access. Any use of the Jail North Road would require an agreement between the City of San Francisco and the San Mateo County Community College District, as described on page 30 of the DEIR.

Moreland Drive is the primary access route serving the County Jail No. 3/7 Complex, and it would continue as such in the future. In addition, the projected increase in traffic associated with operation of the County Jail No. 3 Replacement Project is less than 10 vehicular trips per day. The increase in trips would not be noticeable in the surrounding neighborhood.

Response C.1.2.

Refer to Responses A.1.5. and A.1.6.

Response C.1.3.

Comment noted. Mitigation Measure C.3. on page 64 of the DEIR calls for the posting of a security guard and flag person at the Jail North Road gate at all times it is open for vehicle access.

The third sentence of Mitigation Measure C.3 on page 64 of the DEIR shall be changed to read:

In addition, the construction contractor shall post a security guard and flag person at the gate at all times the gate is open for construction-~~vehicle~~ access, to monitor use of the route and coordinate access (egress) in the event of an emergency.

Response C.1.4.

Alternate Route 1 is proposed for temporary use by truck traffic during project construction, not as a permanent access route for County Jail No. 3/7 Complex staff. As noted in Response C.1.1., the small number of vehicular trips generated by heavy construction vehicles would not interfere with emergency access or evacuation plans for Skyline College. The flag person at the Jail North Road gate would coordinate access and egress to/from the Jail Complex in an emergency, as required by Mitigation Measure C.3 on page 64 of the DEIR.

Response C.1.5.

Page 56 of the DEIR acknowledges Skyline College's concern about potential conflicts associated with heavy construction vehicles during the first three weeks of each semester. Should Alternate Route 1 be selected as the preferred route for construction vehicles, periods of intense haul activity to and from the jail construction site would be limited to those times outside the three week periods at the beginning of fall and spring semesters, as required by Mitigation Measure C.3 on page 64 of the DEIR. The small number of vehicular trips associated with construction activity would not preclude the operation of a one-way loop road system. Construction vehicles could follow the one-way loop system or be allowed to use a contra-flow lane (against flow on a one-way road) between College Drive and Jail North Road when both access and egress is required.

Response C.1.6.

Construction of a new sanitary sewer system on College Drive would occur over a two to three month period. If Sanitary Sewer System Variant Two were selected, the San Mateo Community College District would be responsible for granting a permanent access easement for the new sanitary sewer line installed along College Drive, as indicated on page 30 of the DEIR. The timing of the construction would be defined within the constraints of the easement.

Response C.1.7.

As the proposed County Jail No. 3 Replacement Project does not involve improvements to the Skyline College water supply, storm drain or wastewater systems, the project would not have an

effect on these systems. Any connections from the proposed project to the Skyline College sewer system (Sanitary Sewer System Variant Two, described on page 27 of the DEIR) would require an evaluation of the sanitary drainage area and capacities and approvals from the South San Francisco - San Bruno Wastewater Treatment Plant and San Mateo County Community College District, as described on page 30 of the DEIR. Water would continue to be provided through the jail water supply system to the Skyline College maintenance building during project construction and after project construction has been completed. See also Responses A.1.21. and A.1.22.

Response C.1.8.

Refer to Response A.1.4.

Response C.1.9.

The exercise areas for the replacement jail were relocated to the interior of the Housing Building in response to comments received at public meetings. See page 22 of the DEIR for a description of the exercise areas.

D. INDIVIDUALS

- D.1. Mr. and Mrs. Malcolm Kelly
3221 Moreland Drive
San Bruno, CA 94066
- D.2. M. Florence Kerlegan
3231 Moreland Drive
San Bruno, CA 94066-1655
- D.3. Carolyn Livengood
140 Sheryl Drive
San Bruno, CA 94066-1636
- D.4. Letty M. Lucero
3231 Moreland Drive
San Bruno, CA 94066-1655
- D.5. G. Bland Platt Associates
Historic Preservation Consultants
362 Ewing Terrace
San Francisco, CA 94118
- D.6. Mitchell Paul Postel
120 Trinity Court
San Bruno, CA 94066

REC'D

APR 13 1998

S.F. PLANNING DEPT.

Mr. & Mrs. M. Kelly
3221 Thoreau St.
San Bruno, Ca 94066
April 11, 1998

To Helen St. May Concern,

One reason we bought our house on Moreland Ave. 31 years ago was for the feeling we were in the country. It was fairly quiet & we felt secure that the jail was well secured with only minimum security inmates.

Through the years things at the jail changed: overcrowding, prison inmates, lack of security, and escapes.

Now you propose to replace Jail #3, but in actuality you will be expanding to supply all of S. F. City & County inmates with the main laundry and kitchen facilities to be located here. Also, the administrative capacity will be enlarged.

We have replaced our windows to keep the level of traffic noise down as it has increased with the jail population through the years. Now you are considering 4 lanes, at least, of construction and supply vehicles on a street the EIR Draft describes as "a narrow 2 lane collector street."

The speed limit of 25 mph is rarely observed, and we are constantly concerned for our safety. To say that a 15 mph speed limit would be enforceable is not very realistic.

We have high school children who gather at Moreland & Rowland to get the new 600000 H.S. The crosswalk at the same corner is for elementary school children on their way to and from

Porter Elementary School. They are constantly in danger from the speeding vehicles going to or from the jail.

Our street is a wind tunnel as it is, and we will be inundated with the noise and dirt being blown from the jail property. There will be no sensitive receptors put on Mainland Dr and the high concentration of air pollution may endanger the health of the children on our street as well as the adults who are already experiencing health problems.

D.1.3.

I would suggest that Alternate Route 1 be chosen as Caltrans noise already has a speed limit of 30mph. There are 3 lanes in the westerly direction where there are homes, and 2 wide lanes in the easterly direction.

D.1.4.

I would also suggest that the jail not even be considered as a historic resource. The monies involved in the study, retrofit and rehabilitation for seismic safety, sanitation, water, mechanical, elevator system; ADA purposes could be better spent. It should be used to house inmates in temporary quarters during construction.

D.1.5.

It seems more feasible to raze the jail, construct the new jail in the same area, closer to the hill, as the specific goal is to replace "jail" #3 by constructing a new, safe facility on the same site as soon as possible.

D.1.6.

We hope that the jail should be replaced
and would appreciate your efforts in lessening
the effect the construction will have on our
environment and also that of the victims.

D.I.T.

Sincerely,

Marian Kelly

Malcolm S. Kelly

Letter D.1

Mr. and Mrs. Malcolm Kelly
3221 Moreland Drive
San Bruno, CA 94066

Response D.1.1.

Refer to Response A.1.1.

Response D.1.2.

Speed limit enforcement on public streets is a local police agency function. The current exceedance of local speed limits is not an impact of the proposed project. The construction contractor would be required to obey local speed limits on construction access roads, and the City of San Bruno may cite the drivers that violate these speed limits. The Transportation Management Plan (see Mitigation Measure C.2 on page 64 of the DEIR) would describe construction routes and the appropriate speed limits along those routes.

Construction of the proposed project would occur in three phases: construction of the new facilities; transfer of the inmates and operations to the new facilities; and demolition of the existing County Jail No. 3. Variations in the intensity of construction activities would occur over the three to four year construction period, depending on the construction phase.

Response D.1.3.

As discussed on pages 81 to 84 of the DEIR, construction dust impacts would be less-than-significant with implementation of standard Bay Area Air Quality Management District (BAAQMD) dust control measures, which would be incorporated as part of the project construction specifications.

As discussed on pages 72 to 75 of the DEIR, construction and operational noise impacts would be less-than-significant. To be conservative, baseline noise monitors were placed at locations near the planned construction areas. Noise levels are higher closer to the noise source and progressively lower with increasing distance between the noise source and receptor. Moreland Drive is farther from the anticipated noise sources than either Sneath Drive or Longview Drive.

Response D.1.4.

Comment noted.

Response D.1.5.

Although the County Jail No. 3 building is not currently listed on the National Register of Historic Places, the cultural resources consultant for the EIR has concluded that the building is a potential historical resource because the consultant has determined that it is potentially eligible for listing on the National Register of Historic Places. See also Response B.1.2.

Preservation of the Jail No. 3 building is proposed as part of the Historic Resources Preservation Alternative, not as part of the proposed project. The San Francisco Board of Supervisors would determine whether to select the proposed project, an alternative to the proposed project, or not to build the proposed project based in part on the information presented in the EIR.

Response D.1.6.

The jail replacement facility cannot be built at the exact location of the existing County Jail No. 3, since the existing facility would be needed to house the inmates during construction of the new facility. There are no other inmate housing options currently available in the existing City and County of San Francisco Jail System. Project construction phasing issues are discussed on page 15 of the DEIR.

Response D.1.7.

Comment noted. Wetland mitigation measures are described in Mitigation Measure G.1 on pages 122 and 123 of the DEIR.

M. Florence Kerlegan
3231 Moreland Drive
San Bruno, CA 94066-1655

April 10, 1998

Ms. Lisa Posternak
Planning Dept.
CITY & COUNTY OF SAN FRANCISCO
1660 Mission Street
San Francisco, CA 94103-2414

Dear Ms. Posternak:

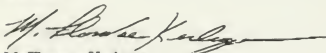
I am writing to you concerning your tentative plans to use Moreland Drive in San Bruno as an access road for the upcoming construction at the San Francisco County Jail. Being one of the families that reside at 3231 Moreland Drive, I feel it is my duty to inform you of the circumstances that exist within my particular family, and why using this narrow road for your intended purposes is simply not a possibility.

There is a total of ten (10) children and five (5) adults residing in this household, which includes five (5) automobiles, three (3) of which are consistently parked in front of the house and are necessary for lawful transportation for a household of this size. My youngest child who is multi-disabled brings up even more issues regarding this matter. Justin is ten years old, blind, wheelchair bound, has the use of only one hand and inflicted with a seizure disorder. Being blind causes Justin to have to take everything in "auditorially". Managing over-stimulation is a key issue in Justin's life. Making Moreland Drive a thoroughfare with additional trucks honking as they round the narrow bend is not only a violation of his rights under the "Disable Citizen's Rights Act" but would also endanger the lives of all the families living in this neighborhood, as well as those driving the road. Justin is also transported by a van and a school bus with a wheelchair lift and accessibility equipment. All of the above situations regarding equal access to public places as well as ones private home are covered and protected under Justin's rights as a disabled person. Making it completely impossible for Moreland Drive to be used as the intended access road for this project.

D.2.1.

While I have over the last ten years had to become an advocate for special needs rights for the disabled, I am hoping not to have to make the "San Francisco County Jail Project" a personal one. However, if you need more information or clarification on this matter please feel free to contact me for names and telephone numbers for special needs lawyers which can assist you in this matter. I can be reached at (650) 615-9986 and am willing to assist you in any way I can. Thank you for your cooperation in this matter.

Sincerely,


M. Florence Kerlegan

MFK/kml

Letter D.2

M. Florence Kerlegan
3231 Moreland Drive
San Bruno, CA 94066-1655

Response D.2.1.

Refer to Response F.6.

Under CEQA, the effects of construction traffic along Moreland Drive on one individual with disabilities that include noise sensitivity would not be considered a significant impact of the proposed County Jail No. 3 Replacement Project. The noise generated by construction traffic on that street would not be considered a significant impact of the proposed project, because while the noise generated by the traffic may be substantial for Justin, one individual, it would not substantially increase the ambient noise levels for numerous individuals in the larger, adjoining neighborhoods.

The routing of heavy construction vehicles for the proposed project would depend on the outcome of ongoing discussions between the San Francisco Sheriff's Department and the San Mateo County Community College District. See also Responses A.1.5. and C.1.1.

The commentor has indicated that she is in the process of collecting information on how the Disabled Citizens Rights Act would affect construction activities for the County Jail No. 3 Replacement Project and will forward this information to the San Francisco Planning Department, which will forward it to the San Francisco Sheriff's Department. The Sheriff's Department would be obligated to comply with any applicable laws regarding construction of the proposed project. However, the information from the commentor would not change the finding in the DEIR that the operation of construction equipment or construction traffic would not result in a substantial increase in the ambient noise levels in adjoining neighborhoods.

Refer to Response D.1.2. regarding enforcement of the speed limit on Moreland Drive.

April 11, 1998

Lisa Pasternak
 San Francisco Planning Department
 1660 Mission Street, Fifth Floor
 San Francisco, CA 94103

Dear Ms. Pasternak:

As you can see by the attached history, the San Francisco Jail has never really been welcome in San Mateo County. The City of San Francisco and its representatives have made many promises over the years but never has kept any of them. The only exception has been the installation of the CAN system and even that was not delivered at the time promised nor did it work properly when it should have.

San Francisco citizens have voted down two bond issues to renovate the jail. The only reason anything is being done now is because the U.S. District Court issued a court order.

San Francisco has never shown itself to be a good neighbor nor honorable and trustworthy to San Bruno and San Mateo County. It promised to move the firing range to the airport by spring, 1998. Now, even that will not be accomplished.

D.3.1.

When the jail was built in 1933, there were no communities around its perimeter nor any schools. Also the jail was built to handle only inmates who committed misdemeanors, not felonies. Now there are two communities adjacent and even more surrounding the area. There are also six schools: Portola and Highlands, K-5; Pacific Heights, 6-8; Highlands, 9-12; Skyline College, junior college; Loma Chica Special School, mentally challenged; and two child care centers: Portola Day Care and Skyline. These childrens' safety should have been and should be a primary consideration. Listening to the firing range should not be on their daily agenda. It is very distracting as well as an annoyance to everyone.

D.3.2.

Imagine the noise that will be generated by the construction going on for 3.5 to 4 years. If people can't tolerate the firing range, how will they concentrate during construction. Or, in the case of some residents who work at night, sleep?

Also I question what is meant by "gas training" being held four to five times a year as noted on page 9 in the EIR draft? Does this effect the safety of our children? Should advanced notice of chemical weapons training be given to San Bruno with appropriate monitoring?

D.3.3.

Traffic is already horrendous on Skyline Blvd. especially during commute times. The road narrows to two lanes from Sneath Lane to about a mile south of San Bruno Ave. Currently more homes are being built north of Sharp Park Road in Pacifica. During construction time at the jail, this factor is going to be increased outrageously. BART is already getting underway in the city so all in and out exits in San Bruno are going to be a mess for several years and a terrific burden on our residents.

D.3.4.

The intersection of College Drive and Skyline Blvd. handles not only resident traffic but college, jail, and other vehicles. This is going to be an even more dangerous intersection if more traffic added, especially trucks. And what consideration is being given to the residents on Moreland Drive, the only access road to the jail? This is a very narrow street and already has heavy vehicular traffic. And if vehicles go in and out of Sneath Lane in Portola Highlands along with the present school, church, and residential traffic, how much more dangerous will this intersection become? D3.5.

I personally have not felt that the jail has to be moved but I do feel, and have felt for the 32 years since I toured the jail in 1966, that it should be made far more secure. I realize that no jail is 100% safe but this one in San Bruno is ludicrous! Most of my neighbors and many San Bruno and San Mateo County residents want the jail out of San Bruno. They feel, and rightly so, that it is a "public nuisance." They also feel that this would be an ideal time to move the new jail facilities into San Francisco County without additional San Francisco taxpayer expense. D3.6. D3.7.

San Francisco should offer a compromise to the residents in the form of making sure that none of the buildings or parking lots are moved any closer to the communities than they are presently. I also feel that the firing range and any gas training should be terminated at this jail site. D3.8. D3.9.

The jail was built in 1933 in an isolated area for prisoners who committed only misdemeanor-type crimes. Now the area is heavily populated with residents and schools. San Francisco has not only been sending prisoners who have committed serious public safety felonies but they have exceeded the number of inmates the jail was originally built to house by almost 200% at various times. D3.10.

We have had an escapee murder a Pacifica man and beat his wife severely, plus numerous escapes over the years. How can San Francisco ignore this? How can San Francisco justify being a poor neighbor? Just this past week San Mateo County compromised with nuns from San Francisco on their desire to build in this county. I feel San Francisco should now show the same consideration for San Bruno residents. Do not move the facilities or parking any closer to the residents' homes, get rid of the firing range, mitigate the traffic and noise, and make the jail as secure as possible. I feel that only then will the residents also compromise by not finding legal ways to remove the jail which they are currently exploring. D3.11.

To my knowledge, no California county owns and operates its jail facilities in another county, except San Francisco...this would be disallowed by San Mateo County.

Very truly yours,

Carolyn Livengood

Carolyn Livengood
140 Sheryl Drive
San Bruno, CA 94066-1636
650-355-5533

ROUGH HISTORY OF SAN FRANCISCO JAIL IN SAN BRUNO.

1933

Jail No. 3 built on 158 acres of land, owned by City and County of San Francisco but in unincorporated San Mateo County, for maximum 554 prisoners who were in for misdemeanors: drunkenness, begging, and failure to pay child support and/or alimony. The \$850,000 state-of-the-art brainchild of San Francisco County Sheriff William Fitzgerald. Formerly prisoners held in a prison in the Ingleside District in San Francisco. Move to San Bruno opposed at that time by San Mateo County Board of Supervisors. Dedicated July 1, 1934. 411 feet high, seven stories. Each prisoner had a cell of his own; total 484 cells; 41 square feet in area. Also two 45-bed dormitories for housing male prisoners. A two-story women's cottage was constructed for 52 women.

The year after it opened the Grand Jury began investigating frequent escapes.

1945

Already complaints about insufficient protection, bad food, and inadequate sanitation began.

1950

In the early 1950s, the place was badly overcrowded and farm equipment had broken down. 45 of 50 hogs died of disease, 5 others shot.

Yelling and chanting began in May, 1952. Prisoners were pounding on walls with aluminum cups, clogging the toilets, and starting fires in the corridors. Reforms were promised.

1962

San Francisco Grand Jury requested State Board of Corrections to investigate jails. Sheriff Matthew Carberry in charge of jail. Mayor of San Francisco was John Shelley.

The Deputy Sheriffs Association of San Francisco also pressing for jail reforms.

1966

Ernest Lenn of San Francisco Examiner started series of articles about problems at jail. Sheriff Carberry vowed fast overhaul of jails!

Jail has housed from 548 to 700 to 800 to over 1,000 prisoners. 90% are in for felonies: assault, robbery, burglary, narcotics, sex crimes, and homicide.

12 representatives from homeowners associations and PTAs surrounding the perimeter of the jail toured the facility on July 8, 1966. Shocked at conditions. The jail now labeled "Little San Quentin." Wrote letters to Robert St. Clair, chairman of the San Mateo County Board of Supervisors, the State Board of Corrections, and the Mayor of San Francisco. Assemblyman Leon Ryan demanded felony offenders be stopped from being sent there.

cont'd on page 2....

Escapes to-date: 1, 1963; 3, 1964; 5, 1965; and 9 in 1969. In 1966, it was reported that 65,000 prisoners were handled in past 10 years.

1969

Four prisoners escaped on June 19. Bludgeoned to death Captain Christian Pederson, 92, in Pacifica and badly beat up his 74-year-old wife. Foreman of San Mateo Grand Jury, Jack Grady, wrote letter to Melvin Swig, foreman of San Francisco Grand Jury, pointing out residents concern over safety and that the jail be investigated.

Assemblyman Leo Ryan wrote the San Mateo County Board of Supervisors and toured the jail himself with Pacifica Mayor Nick Gust noting the lack of security, etc. Gust was considering calling for a Grand Jury investigation and was to bring the matter up to the North County Council of Mayors and the North County Council of Cities. However, San Mateo County Board of Supervisors backed off from situation because their own jail in Redwood City was a disgrace (which they have rectified).

The State Board of Corrections did investigate after being bombarded with letters from various groups and said to hire seven more guards.

A former inmate was quoted in the Post on Sept. 7, 1966 as saying that the prison was "a powder keg with a short fusc." There had been a riot a few days before involving 200 inmates on the sixth tier.

1973

Members of Portola Highlands Homeowners Association under guidance of Al Wait, president, toured the jail in May, 1973.

1988

County Jail No. 7, constructed in 1988, contains 300 beds for housing male prisoners. The Learning Center was originally the Women's Jail constructed in 1932.

1989

Jail No.7 built for women in 1989.

1992

General obligation bond measure voted down by San Francisco voters.

1994

General obligation bond measure voted down by San Francisco voters.

1995

Another escape from the jail in August and a check forger escaped in November. A total of six people are reported to have escaped in last 12 years.

Practice pistol and rifle firing range, moved to San Bruno several years ago without notice to San Bruno or its residents and without an EIR analysis, requested to be moved as disturbing neighbors. San Francisco keeps promising to relocate to the San Francisco Airport property by spring, 1998, but will not put in writing.

cont'd on page 3...

1996

Bison from Golden Gate Park that were in ill health were moved to the jail's farm in 1980s and then sold to wildlife farm in Oregon.

1997

Meeting with San Francisco Jail officials at Skyline College on May 12, 1997, regarding jail and firing range. San Francisco claims jail population reduced to 400 now due to concerns about state of building deterioration, functional inefficiencies, and a class action suit.

Over the years it has been considered that the jail be determined a "public nuisance" to be abated.

\$50,0000 Community Alert Network (C.A.N.) system became effective August 1, 1997. System was activated on Sept. 4, 1997 when two prisoners escaped but failed to respond properly. Again on Dec. 9 the system was tested again and a random survey conducted. Appeared to be successful.

State Senator Quentin Kopp responded to letter written by Jennie Pitsch, Pacific Heights resident, agreeing that jail should be re-established at Treasure Island.

As a result of the unsafe conditions of Jail No. 3 that have been the subject of a class action suit, Judge William Orrick of the U.S. District Court for the Northern District of California issues court order on July 17, 1997, that deficiencies in Jail No. 3 be remedied.

Jail scoping session on Oct. 16, 1997 at San Bruno City Hall to discuss pros and cons of installing a prisoner escape alert siren.

New jail proposal presented Oct. 21, 1997, at Portola Community Center. Now residents being asked to put up with 4-5 years of construction, 35-40 acres of landfill trucked in over two years by at least 16 heavy trucks daily, and the placing of the new jail even closer to homes which the residents have fought against for years. Also jail would house 768 inmates in 334 cells, 80 square feet each, and would be four stories high covering a larger footprint of 110,000 square feet. Start construction Oct. 1998 and complete by Oct. 1, 2002.

San Francisco now saying the firing range will not be moved but that they are ordering rifle silencers.

Hearings regarding the EIR held Mar. 31 at San Bruno City Hall and Apr. 9 at War Memorial Veterans Building.

County Jail No. 3 may be eligible for listing on the National Register of Historic Places.

#####

Letter D.3

Carolyn Livengood
140 Sheryl Drive
San Bruno, CA 94066-1636

Response D.3.1.

Refer to Response A.1.4.

Response D.3.2.

Construction noise is discussed on pages 66 to 75 of the DEIR. Impacts were found to be less-than-significant with implementation of project noise control measures, including limitations on construction hours. Noise would be temporary and intermittent and would not violate either the City of San Bruno or San Mateo County Noise Ordinances. The noise control measures listed on pages 70 and 71 of the DEIR are standard measures the City of San Francisco incorporates into every large project. These measures would be incorporated into the project construction specifications.

Response D.3.3.

Gas training at the County Jail No. 3/7 Complex consists of training personnel in the proper use and potential effects of commonly used gaseous agents, including tear gas, mace, and smoke grenades. San Francisco Sheriff's Department personnel practice gas training with aerosol spray cans, shotguns and by manually throwing canisters containing gas. Some of the chemical agents are applied outdoors in the shooting range area and some are applied in enclosed settings. In order to store and use these chemical agents, the Sheriff's Department must comply with all applicable laws relating to the handling of hazardous materials. In addition, when applying the chemical agents, personnel must follow the manufacturer's warnings on how to safely use the products.

Response D.3.4.

Refer to Responses A.1.5. and A.1.6. The commentor is correct in noting that traffic is expected to increase on Skyline Boulevard in the future, with or without the County Jail No. 3 Replacement Project. Operation of the proposed project would add less than one percent traffic (20 vehicular trips) to the Skyline Boulevard/College Drive intersection during the A.M. peak hour and would not degrade the intersection Level of Service. See page 62 of the DEIR for a discussion of future growth in the project area, and page 63 of the DEIR for a comparison of existing and future Level of Service at the Skyline Boulevard/College Drive intersection.

Response D.3.5.

Refer to Response D.3.4. The temporary truck traffic generated by the County Jail No. 3 Replacement Project during the construction phase would be approximately 16 trips per day. This traffic equates to an average of one truck passing through the Skyline Boulevard/College Drive intersection every 30 minutes during the course of a typical construction day (7:00 A.M. 5:00 P.M.) and is not considered to be a significant impact of the proposed project.

Response D.3.6.

Improving the security system improvements is one of the project sponsor's objectives for the proposed project. The security system would be upgraded as part of the proposed project, as described on pages 19 and 20 of the DEIR. The system upgrades would include a new double fence around the perimeter of the new buildings, with a 20-foot area of restricted security buffer zone between the fences. An electronic security system would be installed on the fencing.

Response D.3.7.

Comment noted.

Response D.3.8.

Refer to Response D.1.6.

Response D.3.9.

Refer to Response A.1.4.

Response D.3.10.

Overcrowding at the existing County Jail No. 3 has been a recurring problem and is the subject of the order of the United States District Court for the Northern District of California, which directs the City of San Francisco to submit a plan to remedy the deficiencies in Jail No. 3. The proposed County Jail No. 3 Replacement Project is designed to alleviate crowding and accommodate the historical average inmate population in Jail No. 3. See page 12 of the DEIR for information about the historical inmate population in Jail No. 3.

Response D.3.11.

Refer to Responses D.1.6., A.1.4., D.1.3., D.3.2., and D.3.6.

**LETTY M. LUCERO
3231 MORELAND DRIVE
SAN BRUNO, CA 94066-1655
(650) 827-1714**

April 10, 1998

Ms. Lisa Posternak
Planning Dept.
CITY & COUNTY OF SAN FRANCISCO
1660 Mission Street
San Francisco, CA 94103-2414

Dear Ms. Posternak:

This letter is regarding the proposed plan to use Moreland Drive as an access road for the construction of a new jail and various buildings at the San Francisco County Jail located in San Bruno, California. Since I reside on this narrow road, I feel I should inform you that using Moreland Drive is a potentially dangerous idea.

D.4.1.

Our family is quite a large one, we have ten (10) children and five (5) adults living in this residence. We have five vehicles, three of which are parked in front of our home on Moreland Drive. These vehicles are not just a luxury they are required to get everyone in a family this large where they need to go, including my ten year old nephew who has multi-disabled. People drive their cars around the blind curve leading to the jail like it is the INDY 500. Every morning with a few prayers and by the grace of God we are able pull out of our driveway. I have had so many close calls it isn't funny. On weekday mornings it's the various jail employees and delivery trucks that zoom around the narrow curve as if they are the only ones on this earth. On the weekends we not only get the regular staff etc. we also get bombarded by the visitors who seem to think that it is their right to drive at 50 mph around this narrow blind curve, disregarding posted speed limits, to see their incarcerated friends and relatives. Now you want to add larger trucks hauling and removing material from this project to this already disastrous equation.

D.4.1.

On many occasions I have backed out of my own driveway to have someone come speeding around the blind curve and almost end my life. Then they have the audacity to roll down their windows or get out of the car and shout profanities at us for being in their way. Not only are we subjected to being scared out of our wits but we have had our lives threatened by some of these people. Backing out of your own driveway should not have to be this stressful or this hazardous. By using this narrow road as an access to your project at the jail you would be responsible for multiplying the danger my family already endures on a daily basis.

Ms. Lisa Posternak

April 10, 1998

Page Two

Let me tell you a little story. In 1981, I had a beautiful blonde Cocker Spaniel show dog that was part of our family. He was the light of my life. One afternoon my mother took him out to relieve himself. She had him on a fifteen (15) foot leash and was going to walk across the narrow road for this purpose. My mother and Buffy stepped off the curb and the dog proceeded to the middle of the road when out of nowhere this vehicle came around the blind curve and hit my dog, killing him in matter of a few seconds! The person driving this vehicle never stopped or looked back. He could have taken my mother's life too! After some investigation we found out that this person was a sheriff's deputy at the San Francisco County Jail. He was late for work and had no concern for what was happening around him. His superiors offered money and a serious reprimand, however, that didn't change that fact that he took a life and it certainly wasn't going to bring my dog back to life. Even if it was a dog's life it was a life just the same! If this could happen when there wasn't huge project being undertaken, think about what could happen now.

I have children now and I am not willing to take the chance on losing one of their lives to any of these vehicles being used on this project. Thank you in advance for your prompt rectification of this matter. Should you have any questions, or need additional information, please contact me at (650) 827-1714.

Sincerely,

A handwritten signature in cursive script that reads "Letty M. Lucero". The signature is fluid and elegant, with the first name "Letty" being more prominent than the last name "Lucero".

Letty M. Lucero

/lml

Letter D.4

Letty M. Lucero
3231 Moreland Drive
San Bruno, CA 94066-1655

Response D.4.1.

Refer to Responses D.1.2 and D.2.1.

D.5

G. BLAND PLATT ASSOCIATES
HISTORIC PRESERVATION CONSULTANTS

April 9, 1998

Ms. Hillary E. Gitelman,
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street - Fifth Floor
San Francisco, California 94103

Re: County Jail No. 3 Replacement Project - DEIR 97.368E

Dear Ms. Gitelman:

My review of the above-referenced document suggests a variation on the Historic Resources Preservation Alternative. Suppose that Phase 3 of the project entailed the rehabilitation or renovation of the existing jail instead of demolition. Were this alternative adopted, there would be no significant adverse effect to mitigate. Based on the information in the DEIR, rehabilitation appears feasible. It also appears that under present State law, it may be necessary to continually provide additional jail capacity. Rather than having to fund another jail in the near future, this one probably could be adapted for future use at less cost than new construction. In suggesting this alternative, I recognize that the layout of the present building appears to have some deficiencies with respect to current codes for such facilities, but using the State Historic Building Code, none of these appears insurmountable. I would appreciate your exploration of this alternative which would also require less new construction nearby than the presented preservation alternative.

D.5.1.

I was unable to locate any information in the document regarding funding for the project, and whether any Federal funding, licensing or permitting will be required. If this is the case, Section 106 of the National Historic Preservation Act will come into play. Consequently, it will be important to seek a determination of National Register eligibility as soon as possible so that any Section 106 reviews can also be achieved in a timely manner. I note that project approvals suggest some Federal approvals, but no mention is made of approvals necessitated by the presence of an historic resource.

D.5.2.

Based upon the recent Montgomery Ward case, it is clear that the Mitigation Measures (Page 184) proposed should the jail be demolished are inadequate. Perhaps Carey & Company could assist in devising some legally acceptable measures. Note, too, that the existing language does not specify what would be done with the suggested documentation which is a significant omission.

D.5.3.

60

While I understand that photographing all aspects of the existing jail may be difficult, there are insufficient photographs presented in the text to aid the reader in understanding the architectural features of the jail. It would also be helpful to include descriptive language on the pages of photographs to describe what direction one is looking and what one is seeing. Please insert into the text as appropriate reference to various visuals presented earlier to aid the reader in returning to a specific page or pages. This is particularly important with Historic Resources which are far removed from the graphics. Maps could be more useful if overlays of existing and proposed were clear.

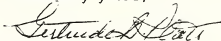
D.S.4.

Finally, I would ask that the EIR consultant make certain that my name is on that firm's master list. I believe that the last EIR of theirs that I reviewed also did not include my name.

D.S.5.

Thank you for the opportunity to comment and for your consideration of these suggestions.

Sincerely yours,



Mrs. Bland Platt

Letter D.5

G. Bland Platt Associates
Historic Preservation Consultants
362 Ewing Terrace
San Francisco, CA 94118

Response D.5.1.

It appears that the commentor is in favor of the Historic Resources Preservation Alternative. The Historic Resources Preservation Alternative is discussed in detail on pages 193 to 200 of the DEIR, in Chapter V, Alternatives to the Proposed Project. The feasible uses for a retrofitted and rehabilitated County Jail No. 3 building and construction and operation implications of the Historic Resources Preservation Alternative are discussed in that chapter.

Response D.5.2.

CEQA does not require that project funding be discussed in an EIR. The County Jail No. 3 Replacement Project would be financed by private funds, and the jail replacement facility would be leased by the City of San Francisco. Financing of the proposed project would not involve federal funds.

Response D.5.3.

As described on page 183 of the Draft EIR, loss of the Jail No. 3 building as a result of its demolition would be a significant impact of the proposed County Jail No. 3 Replacement Project that *could not be mitigated* to a less-than-significant level. The mitigation measures listed on page 184 of the DEIR are not intended to mitigate the loss of the Jail No. 3 building to a less-than-significant level. Loss of the Jail No. 3 building would still be a significant impact of the proposed project even if these mitigation measures were implemented. The Historic Resources Preservation Alternative was developed in response to the finding that the loss of the Jail No. 3 building would be a significant, unmitigable impact of the proposed project.

Add the following sentence as a separate paragraph at the end of Mitigation Measure K.1 on page 184 of the DEIR:

Copies of the documentation report shall be filed with, and maintained by, the Landmarks Preservation Advisory Board, San Francisco Main Library, Northwest Information Center at Sonoma State University, and Environmental Review Officer of the San Francisco Planning Department.

Response D.5.4.

Please refer to page iii of the Table of Contents for a List of Figures and the corresponding page numbers. Figure B-1, on page 42 of the DEIR, contains the locations and directions of the viewpoints for the visual simulations on the following pages (Figures B-2, B-3, and B-4). In all visual simulations, the view is from a public viewpoint toward the project site. The Carey and Company October 1997 Cultural Resources Report contains additional photographs of County Jail No. 3 and is available for public review at the San Francisco Planning Department, 1660 Mission Street.

Response D.5.5.

Each EIR is unique, and the mailing list is tailored to the EIR. The consultant for this EIR does not maintain a master EIR mailing list. The San Francisco Planning Department maintains a master EIR mailing list that is revised for each EIR.

D.6

Mitchell Paul Postel
120 Trinity Court
San Bruno, CA 94066

April 14, 1998

Ms. Hillary Gitelman
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street, Fifth Floor
San Francisco, CA 94103

Dear Staff:

As a neighbor of the San Francisco County Jail, we have several concerns regarding the DEIR for the County Jail No. 3 Replacement Project.

First of all, how can a "Replacement" project as stated on Page S-2 "include a new Housing Building, Administrative/Services Building, new Vehicle Storage Area, three parking lots...etc." This is definitely an expansion project. As shown in Table 1, the existing structure gross floor area is 117,640 square feet. This is proposed to increase to 449,000 square feet. This also signifies a 124,130 square feet increase in the footprint. However, on Page 39, Land Use Impact, it is stated that "the physical plant that accommodated these uses would be moderately expanded. Under the proposed project, the footprint of these "facilities would increase by 10 percent or 25,530 square feet".

D.6.1.

Decreasing the footprint of the exercise area by 85,000 is the rational here, but really only a portion of the exercise yard is visible to those along Sneath Lane. The yard is really only visible from Sweeny Ridge. Decreasing the footprint of the exercise yard by 85,000 square feet is an empty compromise for those of us on the east side of your facility.

D.6.2.

Pages S-4, S-5 state that "No significant impact from implementation of the proposed project are identified for...visual quality..." and that the project "would not have a substantial negative aesthetic effect or degrade or obstruct any scenic view or visitor from public areas...and would not change the appearance of the County Jail No. 3/7 complex". How can this be when the square footage is almost tripled and the building design appears similar to a sewage treatment plant? Figure B-4 clearly shows what an adverse visual impact the jail expansion as proposed would have on the residents of Portola Highlands especially those of us who selected our homes because of the view. Page 46 states "indeed viewpoint #3 represents the public viewpoint from which Jail 3 is most visible". This is a negative impact which must be addressed. The DEIR is incomplete

D.6.3.

because economic issues are not addressed. Those of us with views are concerned with the value of our homes decreasing because of the size and design of the project as proposed, as property values will be affected by construction of such a huge project.

D.6.4.

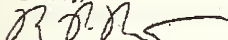
We are very concerned about a statement on Page 1 describing the Design, Build Lease procedure: "Therefore, while construction is in progress, the facility design may be defined". The proposed project has already been modified and expanded since the initial study was distributed. Page 16 confirms that the size of the cells were increased as well as the size of the kitchen, bakery, laundry and medical clinic. What assurances do we have that the builders won't again modify the project to further impact our neighborhoods?

D.6.5.

Lastly, we find the biological section appendix inadequate in that there is no mention of migratory birds, Canadian geese, which winter at the farm and former buffalo paddock. The impact on the birds or the enjoyment we receive from viewing them needs to be addressed.

D.6.6.

Sincerely,



Mitchell P. Postel

Letter D.6

Mitchell Paul Postel
120 Trinity Court
San Bruno, CA 94066

Response D.6.1.

Refer to Response A.1.1. Table 1 on page 19 of the DEIR, cited by the commentor, has been revised to correct errors in the calculation of the gross floor area and footprint of the new jail structures and facilities (see Responses F.4 and F.5). However, Table 1 is still consistent with the discussion on page 39 of the DEIR concerning the overall increase in the footprint of jail structures and facilities on the site of the County Jail No.3/7 Complex. The increase in footprint of the jail structures and facilities would be modest with respect to the Jail Complex site of 158 acres.

The text of the third sentence of paragraph four on page 39 of the DEIR shall be changed to read:

Under the proposed project, the footprint of the structures and facilities on the site would increase by about ~~40~~ **13** percent, or about ~~25,530~~ **31,040** square feet. The majority, about 94 **91** percent, of the site would continue in open space and agricultural uses.

Response D.6.2.

Comment noted. The exercise areas were relocated to the interior of the Housing Building in response to comments received at public meetings.

Response D.6.3.

The commentor is incorrect in stating that the square footage of the new jail facility "is almost tripled." Based on Table 1 on page 19 of the DEIR, while the gross floor area (total area of all floors) of the housing, administrative/services, vehicle storage, parking areas, and exercise areas on the site of the County Jail No. 3/7 Complex would increase by about 80 percent, the footprint (total land area covered or developed area) of all these structures and facilities on the site would increase by only 13 percent under the County Jail No. 3 Replacement Project. Therefore, at Viewpoint No. 3, a viewer of the site would only see a 13 percent increase in developed area of the County Jail No. 3/7 Complex after the proposed project has been constructed.

The significance criteria for a visual impact analysis includes whether or not the proposed project would have a substantial, demonstrable negative aesthetic effect; whether it would substantially degrade or obstruct a scenic view or vista now observed from a public area; or whether it would generate obtrusive light or glare substantially impacting other properties. The jail replacement buildings would be lower in height than the existing Jail No. 3 building, allowing more of the hillside to the west to be visible from all public viewpoints. Based on information about the design of the new jail facility, it cannot be concluded that a scenic view would be degraded, or that the project would have a demonstrable negative aesthetic effect, considering there is an existing building in nearly the same location. See also Response A.1.18.

Response D.6.4.

The California Environmental Quality Act (CEQA) does not require that an EIR address the economic impacts of a proposed project if these impacts would not result in physical environmental impacts. The commentor refers to the potential decrease in value of properties with views to the project site. Potential decrease in property value as a result of construction of the proposed project is not a CEQA subject because it would not result in physical environmental impacts.

Response D.6.5.

As described on page 1 of the DEIR, five Design-Build-Lease teams have been selected to provide a guaranteed maximum price to construct the Jail No. 3 replacement facility according to the specifications put forth by the City of San Francisco in its Design Criteria Package. These specifications include both a specific program for the jail replacement facility (i.e., type, size, capacity, and general layout of jail functions) and a defined envelope (boundary) for construction of the facility (see Figure 3 on page 16 of the DEIR for the general location of this construction envelope). The construction envelope was developed based on physical site constraints, including the location of wetlands and other habitats for special status animal species. The specifications in the Design Criteria Package do not preclude the Design-Build-Lease teams from modifying the layout of buildings and other facilities within the construction envelope.

Under the California Environmental Quality Act (CEQA), when an EIR has been certified for a proposed project, a revised EIR shall be prepared for that project if the Lead Agency (the City and County of San Francisco, in the case of the County Jail No. 3 Replacement Project) determines that "substantial changes are proposed in the project which will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." If an alternative design of the

County Jail No. 3 Replacement Project is selected or if changes during the design or construction phases of the Design-Build-Lease process would result in new significant impacts or an increase in severity of environmental impacts analyzed in the EIR, the EIR would need to be amended to reflect those changes.

However, it is unlikely that the proposed project would be changed to the extent that the EIR would need to be amended. The program elements in the Design Criteria Package and the construction envelope for the jail replacement facility are well defined, and the type of project changes that may occur later in the process are not likely to result in new or increased environmental impacts.

Response D.6.6.

Tables G-1 and G-2 in Appendix D, Biological Data list only the special status (i.e. rare, threatened, endangered, or special concern) plant and wildlife species that are known or have the potential to occur on and in the vicinity of the County Jail No. 3/7 Complex site. These lists are not intended to include all plants and wildlife species that are known or have the potential to occur on the site. The proposed County Jail No. 3 Replacement Project would not have a significant impact on migratory bird populations because it would not substantially diminish the habitat or interfere substantially with the movement of these bird populations.

E. PUBLIC HEARING TRANSCRIPTS

- E. 1. City of San Bruno Hearing Transcript**
March 31, 1998

PUBLIC HEARING

COUNTY JAIL NO.3 REPLACEMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Tuesday, March 31, 1998

7:00 p.m.

San Bruno City Council Chambers
567 El Camino Real, San Bruno

RACHEL A. FERRIER
Certified Shorthand Reporter, No. 6948
P.O. Box 215
Mill Valley, California 94942
(415) 388-7672

A P P E A R A N C E S

HILLARY GITELMAN
Environmental Review Officer
Planning Department

TARA LAMONT
Project Manager
Department of Public Works

LISA POSTERNAK
Project Coordinator
Planning Department

---oOo---

1 terms of developing a criteria package.

2 However, I thought, for anyone who's
3 here for the first time looking at this project,
4 that we would go over the very first presentation,
5 because it was included in the plannings of the EIR
6 and then how we came to our most recent design.

7 Initially, we looked at the site
8 and -- we looked at the site and we needed to
9 locate the housing in this area. Because the
10 existing county Jail No. 7, which is this block,
11 would remain -- this is the existing county Jail 3,
12 that would be demolished. And the small little
13 women's jail, which has been renovated into a
14 learning center, would remain. And so,
15 essentially, the site was delineated by this area.
16 We also were considering a warehouse, vehicular
17 storage building in this portion here and
18 connection between the two.

19 When we presented this scheme, we had
20 some drawings of what the building might -- the
21 configuration might take form, and that was based
22 on drawings by the Sheriff's Department, that they
23 had developed their program. And when we came to
24 this -- to San Bruno to present it, there were a
25 number of comments made, with respect to certain

1 San Bruno March 31, 1998
2 California 7:00 p.m.

---oOo---

4 MS. GITELMAN: Good evening, everyone.

5 Thank you for coming. My name is Hillary Gitelman.
6 I'm the Environmental Review Officer for the City
7 and County of San Francisco. And tonight's hearing
8 is a hearing on the Draft Environmental Impact
9 Report for County Jail No. 3 Replacement Project.

10 To my left is Lieutenant LaVigne
11 representing the Sheriff's Department. And to my
12 right is Tara Lamont, the project manager for the
13 Department of Public Works in San Francisco.

14 Tara is going to give us a brief
15 summary of the project, and then we are going to
16 get to the heart of the meeting, which is your
17 comments on this document.

18 Tara.

19 MS. LAMONT: I'm going to go down
20 here.

21 I've already started to recognize some
22 of you. We have been here a couple of times, first
23 in this chamber and then more informal meetings to
24 go over the project. And since -- with each
25 meeting we have developed the project further, in

1 things that were objectionable and not preferred.

2 A key one -- let me go over the brief
3 outlines. These were the -- this is existing Jail
4 No. 3 to be demolished, Jail No. 7, and the little
5 women's jail turned into a learning center.

6 Our plan was to put two housing units
7 here, have recreation yards at grade on the outside
8 and an administration services building.

9 The objections were to the recreation
10 yards because they could be -- they were visible
11 and they were on the outside and, while we had a
12 double fence around it, it still felt like -- and
13 that was a problem because people could see into it
14 and people found the existing recreation yard had
15 that issue, where you could actually hear it as
16 well.

17 We also had some storage buildings and
18 vehicular -- for vehicles and warehouse in this
19 area. And that was also, to some extent, not
20 exactly ideal because we would have to, you know,
21 create another area where we would be building jail
22 facilities.

23 The plan of the jail, as we talked
24 about it last time, was a housing unit that had
25 been designed essentially by the Sheriff's

Page 6	Page 9
1 Department to facilitate the best visual and 2 central control of the cell areas. And this 3 particular type of housing has worked in this jail 4 in the City, and so we -- that was a preferred. 5 But the way the rec yards were on the exterior 6 perimeter was not -- at least to the community, not 7 a good thing. 8 Since this design was done, the City 9 retained Beverly Prior, who is sitting over 10 there -- I'm sorry, I've forgotten to introduce 11 everyone, but we have a number of people from the 12 City here to answer questions after the meeting. 13 Beverly Prior Architects and 14 Kennedy-Jenks Civil Engineers and Consultants are 15 sitting behind them, and Frank Filice and Michele 16 Bellows are here, as well, who are on the project 17 team for the EIR. 18 What we came up with was to take the 19 recreation yards from the outside of the housing 20 and put them internally. The architects worked 21 with the Sheriff's Department very closely to 22 develop something that would address the security 23 concerns of the neighborhood and also keep their 24 supervision costs and so on, the staffing costs, at 25 a minimum.	1 in between, with a road around it to give us 2 maximum security for the facility. 3 I have some more detailed plans of the 4 building. This is just a blowup of what you have 5 just seen. Again, the housing units, the 6 classrooms, intake, the medical clinic, in a 7 one-story structure, and the housing in four areas, 8 with the top of this area as recreation yards. 9 These are the more detailed plans. 10 And what we are going to do is put the plans down 11 here so that you can look at them later, and if you 12 have any questions, we will certainly be around to 13 answer them. But, essentially, what you are seeing 14 here is a typical housing unit, which, again, takes 15 the semicircular form. The cells are on the 16 outside, and you have a plumbing/mechanical chase 17 behind that with a wall around it, and then a 18 program area over here. 19 There is a central control area for 20 each one of the housing units, so they can visually 21 see into every cell. And with the circular 22 pattern, the visibility is as maximum as you can 23 get. The interior portion is taken up, as I 24 mentioned before, by various program spaces, and 25 then the rec yards on top of it.
Page 7	Page 9
1 So they came up with a somewhat 2 ingenious plan of having the administration, and 3 kitchen, warehousing, and vehicular storage 4 buildings here and here and eliminating the need to 5 develop anything else on the site. 6 The four housing pods are a round 7 course. And so, if you can visualize this, these 8 housing pods are four stories tall and the interior 9 space is one-story which accommodates some program 10 spaces and medical intake and classrooms and so on. 11 So you've got a one-story structure in 12 the middle, with rec yards on top of it, and four 13 housing units around it, so that it's -- a tall 14 structure around it, and the whole thing is covered 15 with a security mesh. 16 The site development is going to 17 improve the road into the site, a proper gate house 18 with some control point and then parking for 19 visitors -- for the public in the front and staff 20 on the side, which will -- which will also access a 21 loading dock in this area of the administrative 22 building, which is a services area. We also have a 23 road that would go around to access Jail No. 7. 24 The main jail, which is now this part, 25 will have a double fence area and a no man's land	1 This, briefly, is the administrative 2 and services area. This is the first floor. There 3 is a lobby, there are offices, and a service dock 4 in the rear here with warehousing and storage. 5 Above this is a kitchen that -- worked 6 so that the kitchen can be actually better located 7 at a level above this. So we took what we were 8 going to put at the other end of the site and 9 tucked it under this building, so all our new 10 construction will be located in one spot. 11 As far as moving forward with the 12 design part of the project, we are -- have 13 developed our program and our design and we are 14 going to go into a design-build phase which we will 15 be proceeding after the draft EIR and so on is 16 complete, so -- after these comments are received 17 and we address them. 18 We have already been talking to the 19 Civic Design Review Committee in the City of San 20 Francisco who also are interested in the way the 21 project appears and so on. So we have had some 22 sort of design review at a preliminary level, and 23 we will continue that through the design of the 24 project. 25 So with that, I will put these boards

1 on the front so that you can see them and get back
2 to you.

3 MS. GITELMAN: Thank you, Tara.

4 Once again, I'm Hillary Gitelman. I
5 work for the San Francisco Planning Department.

6 My colleague, Lisa Posternak, is here.
7 Lisa is the EIR coordinator for this project. The
8 purpose of this meeting -- while we wanted Tara to
9 give a brief presentation about the project, the
10 purpose is to really get your input on the draft
11 EIR for the jail project. We want your input on
12 the accuracy, adequacy, and completeness of the
13 document.

14 This is one of two hearings that will
15 be held on the document. The second one will be
16 held at a regular meeting of the San Francisco
17 Planning Commission on April 9th. Copies of the
18 document, for those of you who don't have them yet,
19 are available at my office at the Planning
20 Department in San Francisco, but they are also
21 available here at the Planning Department and at
22 local libraries for your use.

23 Both this meeting tonight and the
24 meeting on April 9th in San Francisco will be
25 transcribed. We have a court reporter here to

1 the speakers to three minutes apiece, but it seems
2 like we have a fairly small crowd this evening, so
3 if I could just ask you to keep your comments at a
4 reasonable length, we won't actually time you to
5 the three-minute limit.

6 Again, the idea this evening is not to
7 engage in a back-and-forth question and answer,
8 it's really to get your input, get the opportunity
9 to have that input on the record, so that we can
10 respond to it in the final EIR at a later date.

11 If you do have questions tonight, Tara
12 and Lieutenant LaVigne and myself are happy to
13 stick around afterwards and see if we can answer
14 those questions.

15 If you have comments that are going to
16 take substantially longer than about three minutes,
17 I would ask that you put those comments in writing.
18 Whatever comments we receive in writing will be
19 treated just the same as comments we hear orally
20 tonight or on the 9th at the Planning Commission in
21 San Francisco.

22 With that, I think we can go to
23 speakers.

24 Lisa, do you want to call the first
25 speaker.

1 take down all public comments. All comments that
2 are received orally at one of these two meetings or
3 in writing during the public comment period will be
4 responded to in a final EIR and distributed to
5 those who commented.

6 Written comments should be sent to my
7 attention at the address that's on the cover of the
8 EIR document. And written comments will be
9 accepted until the close of business on April 14th.

10 No decision on this project has been
11 made so far about whether to proceed or not, and
12 that decision is really on hold pending completion
13 of the EIR process.

14 At that point, local decisionmakers in
15 San Francisco will decide whether to fund and
16 proceed with the project, based on the EIR
17 documentation.

18 I don't want to take a lot more time.
19 As I said, the purpose of this meeting is really to
20 get your input. A few ground rules for this
21 evening, we do have speaker cards up front. If I
22 could ask you to fill out your name and hand those
23 cards to Lisa, we will be calling the speakers in
24 the order we get the cards, as much as we can.

25 I was going to suggest that we limit

1 MS. POSTERNAK: Jim Reane.

2 MR. REANE: I'm Jim Reane. I'm a
3 member of the San Bruno City Council and I live on
4 Palomar Court in San Bruno.

5 Just a couple comments, three
6 actually, that I'm concerned with, maybe four.

7 First, the density, potential density
8 of the new jail, 300 and some-odd cells potential
9 density, over 600 to 700 inmates, concerns me.

10 The other is on your page 5-4, under
11 "Roads." You talk about "The main access road on
12 the project site would be widened from one to two
13 lanes to allow wide trucks and buses to pass
14 safely, but no off-site improvements to Moreland
15 Drive are planned."

16 That concerns me. I don't know how
17 you are going to open your lanes up without doing
18 some improvement some way to our local streets.

19 Another item, near and dear to my
20 heart, the range. We have been assured after the
21 last couple of years of hard work that the range
22 will be moved in its entirety to the SF airport,
23 SFO airport. Now, "As there" -- and I quote, "As
24 there are no rifle training facilities at the
25 airport or at Lake Merced shooting range, rifle

E.1.1

E.1.2

1 training will continue to be conducted at County
2 Jail No. 3/ complex shooting range. Rifle
3 silencers have been ordered and will be used as
4 they are available."

5 I would certainly think that somewhere
6 in the great confines of the City and County of
7 San Francisco, or their properties, there must be
8 someplace you can dig up a hundred yards to get the
9 rifles and the range out of the neighborhood.

10 There are even businesses, one is a
11 Firearms Training Systems -- I know it's on the New
12 York Stock Exchange, it sells worldwide -- that
13 trains L.A.P.D., to many armies and principalities
14 around the world, to do their training
15 electronically. So that's a possibility which
16 could end up saving you a lot of money to boot.

17 The new kitchen facilities which would
18 prepare daily meals and quick chill meals for
19 future use for the larger inmate population of the
20 entire City and County of San Francisco jail
21 system. I feel you are not just replacing it, you
22 are substantially expanding and increasing the
23 kitchen and laundry functions, which is going to
24 add a lot of traffic to that area there.

25 Finally, the talk is here, why you

1 existing kitchen and laundry." But in the report
2 it doesn't state that you are also going to expand
3 the transportation maintenance yard and the
4 roadways and everything else.

5 So I think there is an inconsistency
6 into what you have told us you were going to do and
7 actually what's written in this document.

8 A little bit further down it says,
9 "Since the existing County Jail No. 3 building has
10 been determined to be a potential historical
11 resource, demolition of the building would not be
12 considered a potential -- would be considered a
13 potential significant impact of the proposed
14 project."

15 And in that light, trying to determine
16 who's going to value if it's historical value or
17 not, who's going to have the money then to
18 refurbish it, as it's said here in the book. But
19 furthermore, with your new plans that you have
20 shown here tonight, on page 194 of the report, you
21 talk about if the Jail No. 3 has historical value,
22 then you are going to have to move the whole
23 project south to where the current gun range is.

24 So are you going to now, with this
25 configuration, move it south to where the gun range

1 can't move to Treasure Island, and why you can't
2 move the jail to Hunters Point. And there are lots
3 of pages of reasons here, one of them being that
4 Hunters Point, for one reason or another, would
5 take too much time; another, hazardous waste
6 cleanup would take too much time. It's going to
7 take time in San Bruno too, but it just caught my
8 eye. "The City of San Francisco is sensitive to
9 the issue of environmental justice for the people
10 surrounding Hunters Point." Well, I think there
11 should be a little more concern for the
12 environmental justice of the people of San Bruno.

13 Thank you.

14 MS. GITEMAN: Thank you.

15 Next.

16 MS. POSTERNAK: Chuck Ielnik.

17 MR. IELNIK: I didn't know there was
18 going to be a three-minute limit, so let me -- I've
19 got it set up on two different pieces of paper.

20 MS. LAMONT: There is no limit.

21 MR. IELNIK: I will try and make it as
22 quickly -- and not keep you there.

23 In page 189 of the EIR report, it says
24 that "The proposed projects consist of replacing
25 existing jail along with some expansions of

1 is because Jail No. 3 is considered historical
2 value?

3 So if 3 is considered historical value
4 and you are not going to build what you wrote in
5 the book at the location presented to us, you are
6 going to move it south, then I would guess now,
7 tonight, you are going to move the same thing
8 south, and it's going to be even more roadways and
9 surface streets and everything else.

10 You talk about -- in the meetings that
11 we have had with the jail people over the last
12 several years, we were always told that the women's
13 jail was a learning center, that no prisoners were
14 housed there at all. And I think if we go back to
15 some of the meetings we have on tape, you will see
16 the San Francisco sheriff's office telling us that
17 it's a learning center, which we didn't quite
18 understand.

19 Off-site alternatives. First thing
20 that catches my eye is the EIR report misses the
21 addition to the existing jail in San Francisco.
22 And the structure's foundation was designed to
23 hold, from what I understood and looked at, was
24 another four additional stories on top of it.

25 So in your alternatives of what you

1 are looking at to relocate this jail, you never
2 once touch on adding more floors to the
3 San Francisco current jail, which, in the light of
4 that, your other alternatives up in San Francisco
5 would also be good because you wouldn't be needing
6 as much space in those particular sites. So by
7 missing the one, I don't feel that your
8 alternatives are anywhere near accurate because you
9 didn't factor in a key piece, was to expand the
10 current jail in San Francisco in that light.

E.I.9.

11 You know, you talk about no impact in
12 San Francisco. There is no impact to police or
13 fire protection because it's going to be in
14 San Francisco. But right now, there is an impact
15 in San Bruno because with -- police and fire has to
16 be through mutual aid. So therefore, we as the
17 citizens of San Bruno and San Mateo County are
18 paying for, when those prisoners escape, to deploy
19 our personnel to find your mistake.

E.I.10.

20 I kind of have a question about this
21 historical value. Because if the jail is going to
22 be claimed to be historic value, then as a
23 resident, I can't go see the jail because it's
24 behind the locked gate. So what good is historical
25 value if I can't see it? And if I want to see a

E.I.11.

1 if you are a resident that sits up just a block or
2 so away, you can hear how much noise is generated
3 just from the kids at play.

4 I think, as Jim said with the gun
5 range, you know, they are going to get silencers
6 and everything else. But one of the target
7 practices that they do is they put a metal pan at
8 the end of the target and you hear the ping, ping,
9 ping. So if they get the silencers for the guns,
10 they are going to need the silencers for the pans
11 also.

E.I.14.

12 The other thing with the maintenance
13 yard: When the maintenance yard is there, they are
14 going to have to store fuels, they are going to
15 have to store oils, solvents, cleaning chemicals.
16 You're going to have subcontractors coming in,
17 whether it's tires to service equipment there, it's
18 going to increase the traffic flow through there.
19 It just seems to me that the best place for this is
20 to move it into San Francisco.

E.I.15.

21 And I look at it this way: If San
22 Bruno has to sometime go up against this whole
23 process, if we eliminate the mutual aid agreements
24 between police and fire, then the substantial cost
25 would have to be increased because San Francisco

E.I.16.

1 jail, I'll go to Alcatraz. So we only need one
2 historical jail in the Bay Area.

3 The last point that I wanted to bring
4 up -- let me just find it here real quick -- on
5 page 200, when you talk about off-sites, you say,
6 "In addition, sites were eliminated from further
7 consideration because of the residential use,
8 improved commercial structures, high costs of
9 business relocation, and lot depth. Another site
10 was rejected because a school and park are proposed
11 for that site."

E.I.12.

12 I'm sorry, but we didn't propose a
13 site. There is a school there now that has been
14 there. And that should take extreme concern
15 because we don't want our children exposed to that
16 anymore.

17 In closing, real quickly, if you are
18 putting the yard -- exercise yards or whatever they
19 are on top, is what I think she said, as quiet as
20 that neighborhood is, you are now going to be able
21 to funnel that noise out quite easily to disrupt
22 the neighborhoods. Because before, when it's
23 behind the building, you can't hear it. If you
24 want an example of that, Church of the Highlands,
25 when they let the kids out to play in the yard and

E.I.13.

1 would have to put a firehouse at that location.

2 Thank you.

3 MS. GITELMAN: Thank you.

4 MS. POSTERNAK: Annette Jacobs.

5 MS. JACOBS: I don't have any

6 questions.

7 MS. POSTERNAK: Ken Ibarra.

8 MR. IBARRA: Good evening. I'm

9 council member and also on the subcommittee with

10 the member Jim Reane. I don't have a lot of

11 specifics. I will get these in writing. I'm not
12 prepared to skip around here.

13 But the first hearing, it was quite
14 clear from the subcommittee and from the residents
15 in the area their concern about the new site,
16 closer site. And there were -- I can see in the
17 report now how it's elaborated why it's infeasible
18 to tear down the existing Jail 3, relocate
19 prisoners, relocate services, while the new jail is
20 built.

21 Then again, as in the previous report
22 and the report now, we are looking at expanded
23 services. And it seems that it's sort of lightly
24 stated the reasons for why the impacts of a full
25 jail system, kitchen, and bakery would not be as

E.I.17.

1 much of an impact -- would not be an improvement on
 2 the impact, reduction of the impact, if it
 3 wasn't -- If it was only serving Jail 3 or Jail 7.
 4 Then I look at the table, and it
 5 doesn't seem -- I think with -- if we are going to
 6 accept a new jail --
 7 Where is that table?
 8 -- there should be some concern based
 9 on the court order, which says it's strictly
 10 inhabitable now for prisoners for various reasons.
 11 But in that case, I can accept the layout to be an
 12 ingenious layout for prisoners.
 13 But do we actually need 330- --
 14 330,000 square feet more of jail services and
 15 administration? This -- it seems that if you have
 16 accepted to design this building, this new
 17 facility, around an existing building, it's to
 18 preserve its use until the new one is in, but then
 19 you are arbitrarily making -- arbitrarily setting
 20 limits as to the boundaries of the new
 21 construction.
 22 We are talking -- previously we had
 23 talked about probably 400 feet closer, but now it
 24 seems like it's 5- to 600 feet closer. So this
 25 building, on a small-scale drawing it's hard to

E.1.17.

E.1.17.

E.1.18.

1 tell, but it looks like it's creeping closer and
 2 closer towards the San Bruno boundaries.
 3 So, again, I will place my -- more
 4 comments in writing for April 9th. And I just
 5 think that there should be -- I'm going to be
 6 looking for a little more consideration in
 7 downsizing this, not only for the kitchen and
 8 bakery and laundry facilities. Thank you.
 9 MS. CITELMAN: Thank you.
 10 MS. POSTERNAK: Fred Mans.
 11 MR. MANS: My comments are strictly
 12 not critical but directed at the report in areas
 13 that they don't cover at all.
 14 There was information put out to call
 15 your office, and I did on a number of times but
 16 didn't get any calls back, so I guess I need to
 17 present my information now.
 18 First off, to build a new jail, you
 19 have to have a new sewer system because citizens of
 20 San Bruno/South San Francisco is not going to pay
 21 for the upgrade of the sewer system to accommodate
 22 your requirements. And if you build a new system,
 23 the City of San Bruno and the residents have to
 24 approve, when you get a building permit to attach
 25 our sewer system, to include our water.

E.1.19.

1 And we would expect, if the inevitable
 2 may happen, that you are going to have to pay into
 3 and for the capital improvements that we, the
 4 citizens of San Bruno, have been dearly paying for.
 5 There is a remark in there about the
 6 range. Somebody's not doing their homework because
 7 there is two ranges up there: an old one and a new
 8 one. The old one wasn't cleaned up, and the new
 9 one is now damaging the environment. And there was
 10 never an environmental impact study done on either
 11 of them.
 12 When you tear down the building, where
 13 are the hazardous materials and the materials for
 14 that building going to go to? The environmental
 15 impact of that has not been addressed. Are you
 16 going to dump them in the bay? Are you going to
 17 dump them in McLaren Park? Are you going to put
 18 them in Treasure Island to build up the island?
 19 What are you going to do with them, and how are you
 20 going to get them out of there?
 21 The location that you propose to put
 22 the new jail, somebody missed the boat. You have
 23 one of the fewest rehabilitation programs that are
 24 successful, although not widely utilized, in
 25 growing crops. You are now going to put a jail

E.1.19.

E.1.20.

E.1.21.

E.1.22.

1 there. What's going to happen to the air and the
 2 other resources that are going to be taken over?
 3 And you are going to have people not doing any
 4 agricultural, so your rehabilitation program is
 5 somewhat drastically affected.
 6 You have proposed to build a jail and,
 7 just like any other project that receives San Bruno
 8 support, one of the biggest supports you are going
 9 to require is fire. So the necessary equipment and
 10 apparatus is going to need to be provided to the
 11 City so that we can appropriately support you if
 12 you build a jail. Just like any other structure in
 13 the community that's built, you have to provide the
 14 necessary moneys and/or equipment or services to
 15 support that entity.
 16 For years, the residents of San Bruno
 17 have begged and pleaded for a notification system.
 18 With a new jail, the present notification system is
 19 totally unacceptable. It may fool some people, but
 20 it doesn't fool the people who didn't get called.
 21 The people who finally do get notified of a
 22 possible escapee, the person's not going to be in
 23 that area anyway. So the people you need to call,
 24 like I say, doesn't get called.
 25 The maintenance yard impact is not

E.1.23.

E.1.24.

1 addressed. When you tear down the building, the
2 old jail, there is a definite impact on noise, not
3 only during the destruction of the building, but
4 after. Whether or not you are all aware of it,
5 they tore down buildings in San Francisco
6 International Airport, and the noise level in the
7 surrounding area has increased unbelievably,
8 especially at certain times of the day because
9 there is no absorption of the noise because the
10 buildings aren't there.

E.1.25.

11 So the noise level in the area is
12 going to be drastically affected when you build
13 another building and tear down the old one, and
14 that wasn't addressed in the environmental report.

15 As far as a location to another point,
16 somewhere Mr. Honorable Brown doesn't seem to be
17 allocating his resources in the best way that he
18 could possible benefit the City. You have Treasure
19 Island, it needs drastic environmental upgrades,
20 it's basically a semi-secure area. In fact, it is
21 surrounded on almost all sides by water. Why not
22 put the jail in Treasure Island? You can add on to
23 the existing facility, and the money will be right
24 there for the City, next to the City's land. There
25 is a lot of land that the City of San Francisco

E.1.26.

E.1.27.

1 Improvements to the community.

2 Thank you.

3 MS. GITEMAN: Thank you.

4 MS. POSTERNIAK: I don't have any more

5 speaker cards. Is there anybody out there who

6 wants to speak?

7 MS. GITEMAN: If not, we will adjourn

8 this meeting. But, as I said earlier, the staff

9 and consultants who are here are happy to stay

10 around and answer any questions. We can stay at

11 least until 8:00 o'clock and are happy to meet you

12 and answer any questions you have.

13 Thank you very much for coming.

14 MR. IBARRA: What time will the

15 meeting, the San Francisco Planning Commission

16 meeting, begin?

17 MS. GITEMAN: The Planning Commission

18 starts at 1:30 in the afternoon. And I expect that

19 this item will be on the agenda very close to the

20 beginning of the meeting. You can always call us

21 at the Planning Department during the week of that

22 hearing to find out the exact time or a better

23 estimate.

24 And, again, if anyone has written

25 comments, thinks of something they didn't say

↑ E.1.29.

1 owns through the Water Department that was never
2 explored as a possibility for the jail.

3 In looking at the plans, presently the
4 Judge has said that you can only put so many people
5 in that jail because it's housed. The amount of
6 space actually allocated in the new jail for
7 housing of prisoners is a small percentage of the
8 building.

9 So if the inevitable happens and you
10 outgrow your jail capacity as it's designed, at
11 what point are you going to start overflowing the
12 assigned beds and square footage into those areas,
13 which is about two-thirds of the area, to start
14 putting extra beds out there to hold more
15 prisoners? There is no limit to the amount of
16 people that you could house in this facility based
17 on the amount of open space that's contained within
18 it.

E.1.28.

19 The people of San Bruno are not happy
20 with the jail being there. If it comes to pass
21 that we are forced to accept it, then, by law, the
22 City and the people of San Bruno expect the
23 gracious tenant, being the City of San Francisco,
24 to fulfill its obligation to the people and to the
25 government, as far as funding the necessary

E.1.29.

1 today, or knows someone who wasn't able to come
2 today and won't be able to come on the 9th, we are
3 accepting written comments until the close of
4 business on April 14th.

5 Thank you very much.

6

7 (Whereupon, the hearing was adjourned

8 at 7:36 p.m.)

9 ---oCo---

1 STATE OF CALIFORNIA

2

3 CITY AND COUNTY OF SAN FRANCISCO

4

I hereby certify that the proceedings in
5 the foregoing transcript was taken by me, in the
6 within-entitled cause; that said transcript was
7 taken at the time and place therein named; that the
8 transcript is a true record of the proceedings as
9 reported to the best of my ability, a duly licensed
10 Certified Shorthand Reporter and a disinterested
11 person, and was thereafter transcribed under my
12 direction into typewriting by computer.

13 I further certify that I am not interested
14 in the outcome of said hearing, nor connected with,
15 nor related to any of the parties in said hearing.

16

17

18

19

20

21

22

23 _____
RACHEL FERRIER, CSR #6948

24

25

E.1.

City of San Bruno Hearing Transcript
March 31, 1998

Response E.1.1.

The County Jail No. 3 Replacement Project was proposed in response to the order of the United States District Court of the Northern District of California, which directs the City of San Francisco to submit a plan to remedy the existing deficiencies in County Jail No. 3, including overcrowding. One of the project objectives of the project sponsor, described on page 12 of the DEIR, is to house an inmate population that fluctuates from 750 to 768 prisoners in humane conditions meeting all current federal standards for cell size, recreational space, and modern jail design. As described on page 12 of the DEIR, the proposed project would house the historic average population (about 750 inmates) in Jail No.3, which contains single cells that historically housed two inmates, but in cells and other facilities that meet federal and state codes for correctional institutions. See also Response A.1.1.

Response E.1.2.

Refer to Response A.1.5.

Response E.1.3.

Refer to Response A.1.4.

Response E.1.4.

Refer to Responses A.1.1. and A.1.2.

Response E.1.5.

The commentor is correct, page 217 of the Draft EIR contains four reasons for rejecting the Hunters Point Naval Shipyard as a potential location for the proposed project. One of the reasons cited is that hazardous waste clean-up and utilities improvements would take too much time relative to the time frame for construction of the Jail No. 3 replacement facility expected in response to the Order of the United States District Court for the Northern District of California. Construction of the proposed project would also take time, but less time than it would take to remediate the Hunters Point site and then construct the jail replacement facility at Hunters Point.

The issue of environmental justice as discussed in the DEIR is in reference to the Executive Order to federal agencies to examine whether proposed federal projects with adverse

environmental impacts or the impacts themselves would be equitably distributed between minority and non-minority populations and between low-income and moderate-income and high-income populations. The mandate is based on past research that shows minority and low-income populations have received a disproportionate share of projects with adverse environmental impacts or the adverse environmental impacts themselves. While the responsibility for ensuring environmental justice applies only to federal agencies, the City and County of San Francisco is aware of and sensitive to social and equality issues relative to site selection for the proposed County Jail No. 3 Replacement Project.

The proposed project does not require any federal action. Therefore, the project does not require federal environmental review, and analysis of the issue of environmental justice is not required in the EIR. Hence, the EIR does not explore this issue for any of the project alternatives analyzed. Rather, the statement about environmental justice noted by the commentor was presented as one of several reasons for rejecting this one particular alternative, given the City's awareness of the relatively high share of minority and low-income populations within this one particular neighborhood.

Response E.1.6.

The proposed project is described in detail on pages 14 to 29 of the DEIR. The proposed Vehicle Storage Area is described on page 23, and the road improvements are described on page 29 of the DEIR. See also Response A.1.1.

Response E.1.7.

The commentor refers to the Historical Resources Preservation Alternative. This project alternative was developed in response to the finding that the existing County Jail No. 3 building may be eligible for listing on the National Register of Historic Places; and that the proposed project may have a significant impact on the environment because it would result in demolition of the building, a potential historical resource. CEQA requires that an EIR analyze alternatives to a proposed project that would avoid, reduce, or resolve potential significant environmental impacts of a proposed project. The Historical Resources Preservation Alternative was developed as a project alternative that would avoid demolition of a potential historical resource. In order to preserve the building and its historic value, the jail functions that could not be accommodated in the retrofitted and rehabilitated building would need to be accommodated in a new building away from the historical building. See also Response D.1.5.

Response E.1.8.

The Learning Center was originally the Women's Jail, which was constructed in 1932. Remodeling the building from a jail to the Learning Center was completed in February 1998.

Response E.1.9.

The Off-Site Alternatives analysis on pages 200 to 212 of the DEIR presents a reasonable range of sites near the existing Hall of Justice at Seventh and Bryant Streets in San Francisco for constructing the Jail No. 3 replacement facility. The alternative of expanding the Hall of Justice building instead of constructing the jail replacement facility at a site near the Hall of Justice was rejected because the building is located in a 105-K Height and Bulk District (this District is specific to the building), and the building expansion necessary to accommodate the proposed program for the jail replacement facility would extend beyond the height limit of 105 feet. Approval by the San Francisco Planning Commission of a change in the 105-K Height and Bulk District to a District with a greater height limit would be very difficult, if not impossible, to obtain because an increase in the height limit would conflict with the Urban Design Element of the *San Francisco General Plan*.

Add the following sentence after the first paragraph under the heading of "Off-Site (Seventh and Bryant Streets) Alternative" on page 200 of the Draft EIR:

The alternative of expanding the Hall of Justice building instead of constructing the jail replacement facility at a site near the Hall of Justice was rejected because the building is located in a 105-K Height and Bulk District (this District is specific to the building), and the building expansion necessary to accommodate the proposed program for the jail replacement facility would extend beyond the height limit of 105 feet. Approval by the San Francisco Planning Commission of a change in the 105-K Height and Bulk District to a District with a greater height limit would be very difficult, if not impossible, to obtain because an increase in the height limit would conflict with the Urban Design Element of the *San Francisco General Plan*.

Response E.1.10.

Pages 93 to 94 of the DEIR describe the agencies that provide fire and police protection services to the County Jail No. 3/7 Complex. Pages 99 to 100 of the DEIR indicate that operation of the proposed County Jail No. 3 Replacement Project may increase the demand for fire and police protection services, but that the potential increase in demand for these services would not be

substantial because the maximum increase in the inmate population in Jail No. 3 would be minimal, about 18 inmates. CEQA does not require that the cost of providing public services to a project be discussed in an EIR.

Response E.1.11.

The extent of public access to an historic property does not affect the historic value of that property. Currently, some areas of Alcatraz Island, a designated historic property, are off-limits to the public.

Response E.1.12.

The criteria used to evaluate and reject potential sites for the Off-Site Alternative in the vicinity of the Hall of Justice in San Francisco are not the same criteria used to evaluate the proposed project versus alternatives. The project site near San Bruno has an existing jail, existing uses at the site would not be displaced by the proposed project, and other development is not proposed for the site. The EIR is an informational document that is designed to present factual information about alternatives so that decision-makers can compare the alternatives and the proposed project.

Response E.1.13.

Given the proposed location and configuration for the new exercise areas, the noise levels in the surrounding neighborhood from inmate recreational activities would not be substantially different than the present noise levels in the neighborhood from inmate recreational activities in the existing open air exercise yards adjacent to the existing County Jail No. 3 building. Noise from the new exercise areas would be absorbed by walls and other structures. The exercise areas would be located inside the Housing Building, on the second of four floors. They would be surrounded by walls on three sides and, while open to the sky, would be covered by a security mesh screen.

Response E.1.14.

The pinging sound the commenter refers to would continue to exist with the use of rifle silencers. However, most of this sound originates from handgun use and would be reduced when the handgun training at the shooting range is relocated.

Response E.1.15.

The maintenance services to be provided at the Vehicle Storage Area would be primarily housekeeping activities, and would be limited to those that can be performed by inmates.

Cleaning the interior and exterior of vehicles; refueling; and minor cosmetic repairs, such as replacing turn signal lights and stop lights or paint touch-up, would occur in this area. The major vehicle maintenance currently takes place in San Francisco and is anticipated to remain there.

Response E.1.16.

Comment noted.

Response E.1.17.

Refer to Response A.1.1. The site constraints, including the wetlands; the need to cluster the new buildings near each other and the buildings that would remain; and the need to provide housing for inmates and administration and services for Jail No. 7 during construction set the boundary of new construction.

Response E.1.18.

On page 39 of the DEIR, it states that the jail replacement buildings would be 400 feet closer to the nearest residence on Sneath Lane and about 280 feet closer to the nearest residence on Longview Drive.

Response E.1.19.

Refer to Response A.1.12.

Response E.1.20.

Refer to Response A.1.4. Shooting practice at the County Jail No. 3/7 Complex has occurred in the same vicinity on the site for at least the last 25 years. Originally the shooting practice occurred slightly westerly of the current location, near the tree groves. As the need for more space became necessary, the present area for the shooting range was chosen.

Response E.1.21.

Pages 162 to 164 of the DEIR discuss hazardous materials regulations. The disposal of any hazardous materials associated with construction of the proposed project would be governed by these regulations.

Response E.1.22.

The agricultural program would not be affected by the proposed project. The agricultural program would not be affected by the placement of the proposed buildings under the Historic Resources Preservation Alternative.

Response E.1.23.

The proposed project would include installation of improved fire suppression devices, including sprinklers. The California Department of Forestry and the City of San Bruno currently provide fire suppression services through mutual aid to the County Jail No. 3/7 Complex and would continue to provide services to the new facility. See also Response E.1.10.

Response E.1.24.

Refer to Response D.3.6. Mitigation Measure F.2 on page 101 of the DEIR calls for amending the Emergency Operating Procedures for the County Jail No.3/7 Complex to include the Community Alert Notification System.

Response E.1.25.

Noise impacts from all construction phases of the proposed project are analyzed in Chapter D of the DEIR. The project construction phasing would abate the noise from demolition of the existing County Jail No. 3 building. The demolition would occur after the new buildings are constructed; and the new buildings would be located in front of the existing jail building, as it is most commonly viewed, effectively shielding the demolition noise.

Response E.1.26.

The Treasure Island Conversion Act of 1997 (Assembly Bill No. 699, Chapter 898), and the Treasure Island Development Authority would not allow expanding the existing Naval brig (jail) or constructing the jail replacement facility near the existing brig on Treasure Island. The existing brig is, and the additional jail space would be, inconsistent with the Public Trust Doctrine. Under the Public Trust Doctrine (public trust), title to tidelands and lands under navigable waters (as existed when California became a state) is held in trust by the State for the benefit of the people of California and must be used for purposes of commerce, navigation, and fishing as well as for environmental and recreational purposes. The State Lands Commission administers the public trust.

Under the Treasure Island Conversion Act of 1997, the Treasure Island Development Authority is the redevelopment agency vested with the authority to administer and control Treasure Island, a public trust property, in conformance with the public trust for commerce, navigation, and fisheries, subject to guidance by the State Lands Commission. The Act indicates that certain buildings and other structures constructed on the Island during the period of federal ownership were not built for public trust purposes and are not adaptable for public trust related uses; and that these buildings and structures are in various stages of their useful lives. The Act states that the conversion of the

lands underlying these buildings and structures to public trust uses in the future should proceed in a manner that would enable the people of the State of California to benefit from the substantial investments made in these structures without hindering the overall goal of preserving the public trust.

Furthermore, the Act states that existing buildings or structures on the Island which are incapable of being devoted to public trust purposes may be used for other purposes, consistent with the Treasure Island Reuse Plan, for the remaining "useful life" of the buildings or structures. The Act specifies that buildings or structures on the Island that are incapable of being devoted to public trust purposes are those constructed while the Island was under federal ownership and include, but are not limited to, the housing units, brig, police academy, and school. Therefore, this EIR assumed that the Treasure Island Development Authority would not permit new uses inconsistent with the public trust on the Island, including expansion of the brig or construction of new jail space. The existing brig, while inconsistent with the public trust, would be allowed to continue for the useful life of the building.

Response E.1.27.

The San Francisco Water Department (now the Water Supply and Treatment Division of the San Francisco Public Utilities Commission) owns land in San Mateo County. These lands are some of the Peninsula Watershed lands for the City and County of San Francisco water supply system, which encompasses 23,000 acres of the San Francisco Peninsula in Central San Mateo County and includes the San Andreas, Crystal Springs, and Pilarcitos Reservoirs. The watershed lands are managed under two easements developed in 1969 that serve as a four-party agreement between the San Francisco Public Utilities Commission, United States Department of the Interior, California Department of Transportation (Caltrans), and County of San Mateo to preserve the watershed as open space lands to protect water quality. The primary watershed management goal for the Peninsula Watershed is to maintain and improve source water quality to protect public health and safety. Thus, the watershed lands are protected from urban development in order to protect the water supply from contaminants. Development of the lands is restricted to the construction of water transmission facilities, such as pipelines and pump stations.

Response E.1.28.

Refer to Response E.1.1. The concept that the new Housing Building could be overcrowded in the future because the inmate population would reach capacity, and the San Francisco Sheriff's Department would need to house additional inmates, is speculative. As described in Response

VIII. Comments and Responses
E. Planning Commission Transcripts

A.1.1, the City of San Francisco must meet numerous Code requirements for each inmate it houses in the new Housing Building. The City of San Francisco has a strong incentive to avoid another law suit and federal court order to remedy jail conditions. As described on page 1 of the DEIR, Jail No. 3 inmates filed a class action lawsuit regarding the unsafe conditions at Jail No. 3. The federal court, which found many conditions at Jail No. 3 unacceptable, issued an order for the City of San Francisco to submit a remedial plan to correct the existing deficiencies in the building, including the potential recurrence of overcrowding. In addition to proposing the replacement of County Jail No. 3, the San Francisco Sheriff's Department is currently looking for other jail facilities in the San Francisco Bay Area in which to house inmates in the future should the inmate population in Jail No. 3 reach capacity.

Response E.1.29.

Comment noted.

**E. 2. City of San Francisco Planning Commission Public Hearing Transcript
April 9, 1998**

PUBLIC HEARING

CERTIFIED COPY

COUNTY JAIL NO. 3 REPLACEMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

Thursday, April 9, 1998

1:30 p.m.

San Francisco Planning Commission
401 Van Ness Avenue, San Francisco

REPORTED BY:
DIANA T.Y. CHEN, CSR NO. 11312

RACHEL A. FERRIER
CERTIFIED SHORTHAND REPORTER
P.O. BOX 215
MILL VALLEY, CALIFORNIA 94942
(415) 388-7672

A P P E A R A N C E S

HECTOR CHINCHILLA
President

ANITA THEOHARIS
Vice President

DENNIS ANTENORE
Commissioner

RICHARD HILLS
Commissioner

CYNTHIA JOE
Commissioner

BEVERLY MILLS
Commissioner

LISA POSTERNAK
Project Coordinator
Planning Department

LT. MICHAEL LaVIGNE
Sheriff's Department

CAROLYN LIVENGOD
Speaker

---oOo---

1 San Francisco
2 California

April 9, 1998
1:30 p.m.

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3 MS. AVERY: We are now on Item No. 8,
4 Case No. 97.368E. This is the County Jail No. 3
5 Replacement Project, public hearing on the Draft
6 Environmental Impact Report.

7 MS. POSTERNAK: Good afternoon, President
8 Chinchilla and Planning Commissioners. I'm Lisa
9 POSTERNAK of the Planning Department and project
10 coordinator for the County Jail No. 3, Replacement
11 Project, EIR. Other city staff of the project
12 sponsor is here today, Lieutenant Michaels of the
13 Sheriff's Department in the teal shirt.

14 This is a hearing on the Draft EIR for
15 the County Jail No. 3 Replacement Project. The
16 County Jail No. 3 is a part of a larger jail complex
17 in unincorporated San Mateo County. It's a large
18 county jail owned and operated by San Francisco
19 within the boundary of unincorporated San Mateo
20 County.

21 Because of the project's location, you
22 previously authorized the environmental review
23 officer to hold a supplemental Draft EIR hearing on
24 the project area. I have a summary of the Draft EIR
25 hearing on March 31 at the San Bruno City Council

1 chambers.

2 Four people spoke, and they provided
3 comments both on the proposed project and on the
4 analysis of environmental issues and alternative to
5 the proposed project.

6 Their comments related to the development
7 of the proposed project in San Francisco; site
8 layout, design, and operation of the proposed jail
9 facilities; expansion and intensification of jail
10 uses on the site; the existing shooting range;
11 compensation to the City of San Bruno for public
12 services and utilities; and the range and objection
13 on alternative.

14 If you have any questions, I will be
15 happy to answer them; otherwise, we will invite
16 public testimony on the Draft EIR. We have a court
17 reporter here who will report all comments. All
18 comments received early in either public hearing or
19 in writing by the close of the comment period on
20 April 14, 1998, will be responded to in the final
21 EIR.

22 Thank you.

23 COMMISSIONER CHINCHILLA: Commissioners,
24 any question?

25 No questions. Thank you.

1 All right. I have one speaker card.
2 We'll go with that first.

3 Carolyn Livengood?

4 MS. LIVENGOOD: I'm Carolyn Livengood,
5 and I'm from San Bruno. I was unable to appear at
6 the last hearing because I was conducting a meeting
7 somewhere else. Tonight -- this afternoon I heard
8 words, like, honor, mean what you say, and run on an
9 issue.

10 Unfortunately, some of those words are
11 the very words that were bandied about by many of
12 the residents of San Bruno. We feel, and
13 unfortunately -- I am not referring to you people.
14 I am referring more to the past history of San
15 Francisco, but you represent the City. So, if I say
16 "you," you're sort of being banged on the head with
17 it.

18 This jail is 65 years old. We've had
19 promises, and I mean promises. I submitted a
20 history here that I did up to give you some rough
21 idea. We've had promises and promises of what's
22 going to be done to improve that jail since a year
23 after it's built. Now, it was built in 1933 and
24 dedicated in '34.

25 At the time that it was built, it was

1 built for 454 prisoners that were in there for
2 misdemeanors, like drunkenness, like child or
3 alimony support, begging. It's now had up to 90
4 percent of prisoners in there with felonies, and
5 that came from your jail people.

6 It's had a range of anywhere from four to
7 six to seven hundred to eight hundred to over one
8 thousand prisoners over the years. I toured that
9 jail in 1966. I have a bag here full of history on
10 it, back from the days from early years and started
11 writing about it. I know what that jail looked like
12 in 1966, and I can only imagine what it looks like
13 now.

14 They wouldn't let us tour it recently.
15 They said it was for our safety, which I found very
16 interesting, because they let another newspaper tour
17 it, but they wouldn't let me. We've been promised
18 that the firing range would be removed to the
19 airport.

20 They wouldn't put this in writing, but
21 they kept promising that it was supposed to be in
22 the Spring of '78. And now, even a month ago, we're
23 still being promised. Now, they're saying no,
24 they're going to buy silencers for their rifles.

25 We talked about gas training out there

1 four or five times a year. I got phone calls on
2 that. People are wondering what they mean by gas
3 training. I have to admit, I couldn't answer that.
4 At the time the jail was built, there were no
5 schools, no communities out there.

6 And I realize we came after; but
7 unfortunately, there are now -- the report on Page
8 35 mentions four schools. There are now -- there's
9 out there Skyline College, two elementary schools,
10 one middle school, one high school, two day cares,
11 and one mentally challenged school, seven or eight
12 schools running out there right around that college.
13 These kids have to listen to the firing range, too.

14 The traffic is horrendous on Skyline
15 Boulevard between Sneath Lane, and probably about a
16 mile south of San Bruno Avenue. For some reason,
17 CALTRANS has never seen a reason to extend the road
18 to four lanes. They got it narrowed to two.
19 There's already constructions going on north of
20 Charles Park Road in Pacifica, which is adding more
21 traffic.

22 It's a complete bottle neck. It's not
23 unusual to see 50 plus cars -- my three minutes is
24 up already, I'm sorry. I will just say to you in
25 summation, what I'm going to say is we've already

1 had one man murdered out there.

2 I don't understand why San Francisco
3 would want to move it, but you won't move it, but I
4 can't understand why you won't compromise with us
5 and move it further away from the residence rather
6 than closer, and that you follow through on your
7 promises, just as you've asked this gentleman here
8 today to.

9 Thank you.

10 COMMISSIONER CHINCHILLA: I have no other
11 speaker cards. Is there any other thing to address
12 the commission on the issue concerning County Jail
13 No. 3 Replacement Project, Draft EIR?

14 All right. I see none. I will close the
15 public hearing except any comments from
16 commissioners.

17 Commissioners, comments, thoughts?

18 Commissioner Antenore?

19 COMMISSIONER ANTENORE: I am happy that
20 this project seems to be going forward because I've
21 had the occasion a number of years ago when I did
22 criminal law to visit the jail several times. It
23 was frightening. It was like a medieval prison,
24 like a dungeon. And I just couldn't -- I can't
25 believe that we subject people to those kinds of

1 conditions. I'm just extremely happy that we found
2 a way to go forward with this.

3 COMMISSIONER CHINCHILLA: Okay.

4 MS. POSTERNAK: Thank you, Commissioner.

5 COMMISSIONER CHINCHILLA: All right.

6 With that, we'll move the calendar.

7 Thank you.

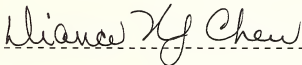
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1 State of California)
2 City and County of San Francisco)
3

4 I, DIANA T.Y. CHEN, hereby certify that
5 said hearing was taken at the time and place herein
6 named; that the hearing is a true record as reported
7 to the best of my ability by me, a duly Certified
8 Shorthand Reporter and disinterested person, and was
9 thereafter transcribed under my direction into
10 typewriting by computer.

11 I further certify that I am not
12 interested in the outcome of said action nor
13 connected with nor related to any of the parties in
14 said action.

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DIANA T.Y. CHEN, CSR NO. 11312

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VIII. Comments and Responses
E. Planning Commission Transcripts

E.2.

City of San Francisco Planning Commission Public Hearing Transcript
April 9, 1998

Response E.2.1.

Refer to Responses to Letter D.3.

F. STAFF INITIATED CHANGES

F.1 Page 224, Distribution List, name correction:

Landmarks Preservation Advisory Board

~~Daniel Ready~~

Daniel Reidy

Page 227, Distribution List, name correction:

San Francisco Planning Commission

~~Anita Theohaus~~

Anita Theoharis

Page 227, Distribution List, name correction:

San Francisco Water Department (now under San Francisco Public Utilities Commission)

~~Mr. Norm Lougee~~

Mr. Joe Naras

~~Assistant Manager~~

~~Distribution Division~~

~~Water Department~~

Manager, Land and Resources Management

Water Supply and Treatment Division

Public Utilities Commission

~~4000 El Camino~~

~~P.O. Box 730~~

~~Millbrae, California 94030~~

F.2 Page 23, after first sentence of paragraph one under Utilities, add information about installation of radio antenna on water storage tank:

Demolishing the existing Jail No. 3 building would necessitate relocating a parabolic radio antenna of 18" x 13" x 68" from that building to the new water storage tank. The roof elevation of the new Housing Building or Administrative/Services Building would be too low for the antenna to function correctly.

F.3 Page 157, paragraph six, first sentence, revise date:

A reconnaissance of the project site was conducted in September ~~1977~~ **1997** to identify current land uses on the project site and land uses on adjacent properties that may involve storage or handling of hazardous materials.

F.4 Page 21, Housing Building description, second sentence, revise square footage:

It would have a footprint of about ~~440,000~~ **111,400** square feet and a gross floor area of about ~~336,000~~ **286,000** square feet over four stories.

F.5 Page 19, Table 1, revise calculations as follows:

97.368E: County Jail No. 3 Replacement Project						
TABLE 1: Height, Floor Area and Footprint of Existing and Proposed County Jail No. 3/7 Complex Facilities						
Height (Stories)						
Component	Existing			Proposed		
Housing	seven (includes Administrative/Services)			four		
Administrative/Services	seven (includes Housing)			three		
Vehicle Storage	one			one		
Component	Gross Floor Area (Square Feet)			Footprint (Square Feet)		
	Existing	Proposed	Net Change	Existing	Proposed	Net Change
Structures						
Housing	93,040	336,000 286,000	+242,960 +192,960	23,910 17,470	140,000 111,400	+86,090 +93,930
Administrative/Services	14,300	106,000	+91,700	3,660 5,990	45,000	+41,340 +39,010
Vehicle Storage	10,300	7,000	-3,300	10,300	7,000	-3,300
SUBTOTAL	117,640	449,000 399,000	+331,360 +281,360	37,870 33,760	162,000 163,400	+124,130 +129,640
Other						
Parking Areas	124,600	111,000	-13,600	124,600	111,000	-13,600
Exercise Area	85,000	40,000 ¹ 34,100 ¹	-45,000 ² -50,900 ²	85,000	— ¹	-85,000
TOTAL	327,240	560,000¹ 544,100	+272,760 216,860	247,470 243,360	273,000 274,400	+25,530 +31,040
NOTE: It is assumed that each of eight housing pods has an associated 5,000 square feet of exercise area associated with it.						
¹ The exercise areas will be combined with the inmate housing on the second floor of the building.						
² Net change in exercise area incorporated into Housing Building.						
Source: San Francisco Department of Public Works, Summary of Footprint Square Footages, November 11, 1997; San Francisco Jail No. 3 Replacement Project - Program and Design Criteria, Volume 2, San Francisco Planning Department Initial Study, County Jail No. 3 Replacement Project Initial Study, September 26, 1997.						

F.6 Page 75, paragraph two, sixth and seventh sentences, revise to read:

However, current truck volumes along residential streets of Alternate Route 2 are estimated to be low, and construction truck traffic along Alternate Route 2 during early morning hours (**before 7:00 A.M., the first hour of project construction permitted by the San Mateo County Noise Ordinance and the planned first hour for construction**

of the proposed project) could substantially increase the ambient noise levels along residential streets. Truck traffic during project construction would not result in a substantial increase in the ambient noise levels along residential streets of Alternate Route 2 because a construction period between 7:00 A.M. and 5:00 P.M. has been incorporated into the construction specifications for the proposed County Jail No. 3 Replacement Project. If construction activities, including truck traffic, occur outside the time-limits allowable construction period (between 7:00 A.M. and 6:00 P.M.) under the San Mateo County Noise Ordinance, approval from San Mateo County would be required.

F.7 Page 73, paragraph three, last sentence, revise to read:

In addition, as construction activities would take place between 7:00 A.M. and 6:00 P.M. on weekdays and between 9:00 A.M. and 6:00 5:00 P.M. on Saturdays, construction-generated noise levels at the residential streets would not violate the San Mateo County Noise Ordinance.



